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The Hongkong Telegraph

WEDNESDAY, NOVEMBER 17, 1926. 日三十月十



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YOUR next battery should be a COLUMBIA—Famous for the service they render.

THE IRABON MOTOR CAR CO., LTD.
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"SUNNING" ARRIVES IN PORT.

VESSEL BADLY GUTTED BY FIRE.

HEROIC DEFENCE BY SHIP'S OFFICERS.

ENGINEER'S GRAPHIC TALE

This morning has been a period of anxious waiting for details of the fire and piracy aboard the China Navigation Company's steamer Sunning, for, until the actual arrival of the vessel, only the barest details were available as to what had actually transpired aboard the ship when the pirates attempted to seize control and later set the boat afire.

The Sunning was towed into port just after one o'clock this afternoon, and it became immediately apparent that she had suffered badly from the fire, the vessel being almost gutted amidships. At the time of writing, it has not been possible to glean a full story of the affair, but from the tale told by the master of the s.s. Suiyang, which rendered aid, it appears that quite a number of lives were lost. There are said to be over twenty captured pirates aboard the Sunning now at Taikoo.

It was about 1.15 p.m. that the Sunning was sighted being towed into harbour by way of the Lyceum Pass, and very soon the ship was off the Taikoo Dockyard, where there was a large gathering comprising police and dockyard officials, and others, as well as a number of Press representatives awaiting her arrival. The fire-boat was also on the spot, having been sent down from Blake Pier just before noon.

As soon as the Sunning came into sight, it was seen that the superstructure of the vessel had seriously suffered in the fire. The whole of the upper works appeared to have been badly burnt, whilst even from the shore it was apparent that the passenger section and saloons had become involved in the outbreak.

When the Sunning came alongside at Taikoo, it was seen that the whole of the vessel amidships had been gutted by the fire. There was a naval guard aboard the ship, and it was impossible for Press representatives to get aboard until police and other investigations had been carried out. It was reported that there were over twenty pirates held in custody aboard the vessel, and arrangements were being made to transfer these to police launches to be conveyed to Hongkong; the police van having been ordered to Queen's Pier to await the arrival of the captured men.

FIGHT WITH PIRATES.

CHIEF ENGINEER'S THRILLING STORY.

A Telegraph representative who went aboard the Sunning this afternoon secured from the Chief Engineer, Mr. G. Cormack, a thrilling story of the actual incidents immediately after the pirates attempted to make the seizure.

Mr. Cormack stated that the actual trouble began at 4 p.m. on Monday when about 40 pirates, who are believed to have come on board at Amoy, overpowered those in charge of the vessel and seized control. At the time, Mr. Cormack was on the bridge with the Captain. The pirates soon took charge of the bridge and the engine room, leaving the Chief Officer on the bridge and the third Engineer in the engine room, covered with the pirates' revolvers.

The six officers and a Russian lady passenger were locked in the Mate's room and there they remained for several hours not knowing what was happening. The Chief Engineer was later allowed to go to the engine room. Shortly after midnight, the officers in the Mate's room decided to make a desperate fight to regain the control of the ship. They found in the room two revolvers and 150 rounds of ammunition. They

decided to rush the bridge and, on arrival there, they shot two pirates dead.

The officers then managed to get on the bridge and they kept up a spasmodic fight all night. During this time Mr. Cormack was in the engine room but later, in the dead of night, he was forced by the pirates up the gangway towards the bridge. Before he could give the alarm those defending the bridge opened fire and Mr. Cormack was shot in the chest and leg by the defending officers. He then, however, managed to get away from the pirates and joined the party on the bridge, helping to continue the fight.

It was now obvious that the pirates, seeing they had lost control of the bridge, realised that their efforts had failed, and they therefore set fire to the superstructure near the after deck. The fire raged for some hours, but the wind kept the flames from the bridge, for a long time. During the night the officers took toll of every pirate who showed his face and by the time help had arrived it was found that they had killed eleven whilst the only casualty of the defenders' side was the accidental wounding of Mr. Cormack.

During the early period of the conflagration, when the fire seemed likely to be serious, the third officer took a ship's lifeboat with a lady passenger and others clear of the ship. Some of the pirates had already left by other boats.

PASSENGER MISSING.

It transpires that Mr. H. W. Lapsley, one of passengers, was taken away by the pirates and is still in their hands.

SUIYANG'S HELP.

CAPT. PURSLOW'S STORY.

No passengers were brought from the Sunning by the Suiyang which arrived this morning shortly before noon, preceding the Sunning into the harbour.

Captain Purslow, master of the Suiyang, very kindly supplied the following details to a Telegraph representative in regard to the share which the Suiyang took in the towing operations.

He said that at about 1.45 p.m. yesterday the ship got an urgent wireless call from Messrs. Butterfield and Swire's head office in Hongkong to go to the assistance of the Sunning off Chelang Point. "We directed our course toward that point and in about an hour's time came up with the Sunning with the B. and S. Kaying standing by."

"At about this time, we got another wireless call to send the Kaying away and take the Sunning."

(Continued On Page 12.)

OFF TO WUCHANG.

CANTON OFFICIALS LEAVE.

NEW AND BIGGER SPHERE.

Word was brought down from Canton yesterday by an official in the Canton Government, that the first fifteen members of the new Nationalist Government, the seat of which is to be transferred to Wuchang, left at eight o'clock yesterday morning for that City, going by way of the Yueh Han Railway. They have been given the name of "The Observation Party" and while their immediate work will be to inspect the new areas and bring their fiscal administration within the control of a central system, they will reconstruct the Nationalist Government on the broader lines suggested by this inspection.

Included in the Mission were Mr. Eugene Chen, Mr. Sun Fo and Mr. T. V. Soong, who hold the appointments of Minister for Foreign Affairs, Minister of Communications and Minister of Finance, respectively in the reorganised Nationalist Government.

MRS. SUN IN PARTY.

Mrs. Sun Yat-sen is also one of the members of the Mission, as is General Li Lich-kwan, who according to our informant is to head the Provincial Government that is being proposed for Kiangsi. General Li is a native of Kiangsi, and it is viewed as being a matter of course that he should be charged with the administration of that province.

Speaking of the Kiangsi campaign, a Canton official says that General Sun Chuan-fang, who had altogether 58,000 men lost over 40,000 of this number in captures by the enemy. What is left to him is only a remnant which our informant is confident will be disposed of in the present phase in the campaign which has Nanking and Shanghai as its objectives.

The "conversion" of other provinces is being proceeded with, and General Chan Chiu-yuen, who has been mentioned hitherto as a great obstacle in this direction, has now sent down a representative to discuss the affiliation of his province of Anhui with the Nationalist movement.

THE NEW BURDEN.

Mr. Sun Fo, interviewed before leaving for Canton, said:—"At the establishment of the Nationalist Government there were only two provinces, Kwangtung and Kwangsi. Recently, Hunan, Hupeh, Fukien and Kiangsi have been conquered consecutively by the Northern Expeditionary Forces. Other provinces such as Honan and Chekiang are going to be our possessions. Kwangtung was the only province to be the background of the revolutionary armies. The expenditures of this Northern Expedition were entirely dependent upon the revenues of Kwangtung."

Although Kwangtung is a rich province, she can not bear such a heavy burden, for long. Therefore, it is advisable to share a part of this heavy burden with the newly conquered provinces south of the Yangtze River.

As to Hupeh, the amount of revenues is not less than Kwangtung. A part of the revenues of Kwangtung to be deposited as surplus is used for the development of industry, the construction of railroads, the opening of roads, the improvement of the silk industry, the suppression of bandits and the establishment of schools and colleges.

A BIG JOB.

This regulation of the finance of the newly conquered provinces requires a period of three months for the reason that a rest should be given to the people after a battle and that the reorganization

(Continued On Page 12.)

WAR DEBTS OWING TO BRITAIN.

ONLY SIX MILLION YET RECEIVED.

BIG SUM OUTSTANDING.

"Rugby, Nov. 16." Mr. Churchill, Chancellor of the Exchequer, replying to a question in the House of Commons, stated the amount received by this country on account of war debts in respect of which funding agreements had been signed, and the total further amount of principal and interest due over the total period of sixty-two years.

From France, we had received £2,000,000, and there was still to be received £797,400,000.

From Italy, we had received £4,000,000 and there was to be received £270,750,000.

From Rumania we had received £50,000, and the amount to be received was £31,200,000.

The total received was £6,050,000, and there was still to be received £1,099,000,000.

The capital account of the British debt to the United States Government now outstanding amounted to \$4,500,000,000, or about £932,000,000.—British Wire-
less.

MURDER MYSTERY.

AT KOWLOON CITY SEAMEN'S CLUB.

The occurrence of a mysterious murder, in regard to which very few details are available at the moment, is reported from Kowloon City. Some time during the dinner interval last night, when most of the members were absent from the premises, an assault was carried out on a man employed as a boy at the Seamen's Club at No. 19, Cheong On Street, in Kowloon City, and his dead body, with a wound in the throat, was later found dumped under a bed on the second floor. Of the murderer there was no sign, but near by on the staircase, a blood-stained chopper was picked up which was believed to have been the weapon used.

Statements were taken this morning by police officers from a number of persons but no arrests have been made in the case.

WHO WAS THE CRIMINAL?

Later. The mystery of the murder remains unexplained by a later account to hand. An old man, who is a member of the Club, is in the habit of sending to the premises for his daily paper, but when the boy went yesterday evening at about six o'clock he found the door locked. Thinking that the caretaker must be but temporarily away, he returned later but again found the door closed. He then reported the unusual circumstance to his master, who himself went to the Club to investigate. It was then that, by peeping through the lattice work above the door, he discovered that the man had been murdered, for the body could be seen protruding out from under the bed. The police were at once informed.

TO-DAY

Dollar on demand 1/11 7/16
Lighting-up 5.39 p.m.

HUGE CONTRACT.

SINGAPORE FLOATING DOCK.

HOME FIRM GETS TENDER.

London, Nov. 16. Messrs. Swan Hunters, Wigham and Richardson, of Wallsend have received the contract for the Singapore floating dock at an estimated cost of £1,200,000.—Reuter.

KOWLOON DOCK TENDER.

As has been known for some time past, the Hongkong and Whampoa Dock Co., Ltd., tendered for the construction of this floating dock, but the above telegram shows that they have not been successful. Commenting on the subject on October 7th, the China Express and Telegraph (London) stated:—"It is now reported that the Furness Shipbuilding Co., of Middlesbrough, has tendered for the work to be done on Tyneside and that the Tees Conservancy Commission has actually agreed to deepen the navigable channel of the river contract being carried off. On Tyneside, however, the belief is that the competition of the Clyde, Tees, Tyne and other firms has been narrowed down to two Tyneside firms alone, and that the order will shortly be placed with one of these. The Tyne tenders are Armstrong, Swan and Hunters, and Palmer's, Jarrow."

"Tynesiders appear to be very confident of the contract. It seems, but with Hongkong in the running there are factors to be reckoned with, not least of which is that Hongkong is but five days' steaming from Singapore, and therefore in a position to select its weather for the big task of towing the dock to Singapore, whereas a successful Tyne tenderer must reckon upon towing the unwieldy bulk for some 16,000 miles round the Cape. While the material of which the proposed dock must be constructed would have to be imported and would, therefore, be expensive in Hongkong, labour costs would not be so heavy as in Britain, and the Hongkong workmanship has already taken very high rank in the world of shipbuilding. Hongkong's chances seem to be rosy, and we should not be surprised to hear of the contract being placed there."

TWO YEARS' WORK.

Rugby, Nov. 16. It was stated to-day that the contract for the floating dock at Singapore has been secured by the firm of Swan, Hunter and Wigham Richardson, of Wallsend-on-Tyne. The dock will be built at Wallsend and towed out to Singapore when it is ready. It is to be capable of lifting a ship of 50,000 tons. The amount of the contract is £1,200,000 and it will provide work for many men for nearly two years.

ANOTHER BIG CONTRACT.

This is the second big contract placed in this country within a week. It has already been mentioned in the British Official Wireless Service that a London firm has been entrusted with the construction of electric underground railways for Buenos Aires. It appears that this contract involves the work of laying a system of tube railways in six sections linking up the principal railway terminus and chief business centres of Buenos Aires. Railways are to be built on the same system as that of the London Tube Railways, with all their latest improvements. The contract not only includes the construction of the actual railways but also their whole equipment—motors, trains, electrical generators and gear, etc. An interesting feature will be that lifts will be dispensed with, moving escalators being used instead. Altogether the work will mean an expenditure of nearly £1,000,000.

A third big contract is also announced to-day. This is an order which has been received by an Acerrington firm for cotton mill machinery for Melbourne, Australia, the amount involved being £1,000,000.—British Wire-
less.

KEEN CRICKET STRUGGLE.

HONGKONG SET SHANGHAI 111 TO WIN.

VISITORS WEAK ON RESUMING.

The Interport cricket match was resumed this morning. At first the sky was dull, but later the sun came out and the weather conditions became ideal for play, whilst the wicket rapidly began to dry.

Hongkong's second venture came to an end when a score of 121 had been reached, this representing an addition of 24 to the over-night total. Shanghai thus needed 111 to win.

When Shanghai went in for their second knock, the scoring was on the slow side. The Hongkong bowling was quite effective and by one o'clock four Shanghai men had been dismissed for 42, Leach being one of these with only 19 to his credit.

At fifteen minutes, Shanghai had scored 80 for the loss of eight wickets.

As briefly reported in our issue of last evening, Shanghai were dismissed in their first venture for 185, which was 11 runs more than Hongkong's opening venture.

The Hongkong men went to the wicket for the second time at 2.47 yesterday afternoon, and did not make too good an impression. The wicket was rather badly worn, and with the Shanghai bowling of a high standard there was little inducement for the batsmen to hit out. Scoring was therefore slow. At 4.45, stumps were drawn on account of falling light, the Hongkong score being 97 for the loss of six wickets, the not-out men being Ramsey (20) and Parker (2).

TO-DAY'S PLAY.

The Hongkong batsmen opened this morning to the bowling of Leach and O'Hara. A leg bye resulted from Leach's first ball to Ramsey, and off the second Parker was taken by Barnes behind the wicket, off a fairly short-pitched ball which broke from the leg.

A couple of singles to Bowker, who followed, sent up the century amid applause. The Hongkong bowler appeared to be none too comfortable against O'Hara, who was keeping a very good length, and coming in sharply from the leg. Twice he put balls into the air with no-one there to take them. Ramsey, after a quiet opening, settled down and brought off a number of fine shots to the off; and 110 went up after the morning's play had been in progress less than a quarter of an hour. Runs came chiefly by singles, the batsmen finding difficulty in getting the ball outside a well-placed field.

RAMSEY CAUGHT OUT.

With the score at 118, further misfortune befell Hongkong, Ramsey cutting a ball from Leach into the hands of Dr. Morris and receiving marching orders. Ramsey's contribution to the total was 25, the highest score of the innings.

GOODWIN'S BRIEF STAY.

Goodwin joined Bowker at 11.20 and opened his account with a neat glance to leg for two. Bowker continued to get a few singles, but was putting them up perilously near the fielders. He was in double figures when he lost Goodwin, who, in attempting for the first time to hit O'Hara out of the ground, had his off-stump upset instead. The score was 118.

Reed got a single off his first ball and raised a cheer by driving Leach for a couple, sending up the 120.

INNINGS CLOSES.

O'Hara's next over brought the innings to a close. His third ball proved fatal to Bowker, who had his leg-stump disturbed by a well-pitched-up ball which kept low. The innings closed for 121, an addition of 24 runs to the overnight total, leaving Shanghai with 111 runs to get to win.

SHANGHAI AT THE WICKET.

Shanghai started on their task at 11.45, Leach and Divecha opening the innings to the bowling of Dobbie and Reed. A couple of single were obtained from the former's first over, but neither batsman appeared comfortable.

Divecha offering, Ramsey a very hard chance at first slip which the latter just failed to hold. Reed sent down a maiden and Dobbie's second over only produced a single. Divecha secured the first boundary of the morning by hooking Reed to the Queen's Road fence, and the bowler then gave way to Goodwin.

Scoring was on the slow side, a quarter of an hour being taken to score the first ten. Neither Leach nor Divecha appeared any too comfortable, though the former showed the greater enterprise and was responsible for some neat late cuts through the slips. Divecha was playing purely defensive cricket, but he managed to get another boundary, this time at the expense of Goodwin, by means of a leg glance.

DIVECHA CAUGHT.

The last ball of Goodwin's over proved fatal for Divecha. It was a rank bad ball—a long hop on the leg—which the batsman attempted to hook to leg, only to be well caught by Ramsey near the umpire. The first wicket-fall with the score at 16.

Dr. Morris play a maiden over from Goodwin before Leach caused 20 to be hoisted with a nice shot to cover. The Shanghai all-rounder had now settled down to good cricket, and brought off a number of neat strokes in front of the wicket. He found some difficulty in getting Goodwin away, and the Kowloon man was able to claim another maiden.

BOWLING CHANGE.

At 12.20, Bowker relieved Dobbie and opened with a very poor over, Leach meeting out suitable punishment to a ball that almost pitched twice before it reached him.

Goodwin was sending down some good stuff, but was inclined at times to be short. He bowled his third successive maiden to Morris, who was content to keep his end up and leave the scoring to Leach.

Thirty were on the board after 45 minutes' play. Leach found run-getting difficult when facing Goodwin, and allowed the Kowloon man to secure another maiden.

The following over, however, he had his figures spoiled by a four to the Queen's Road fence, from one of the few loose balls he sent down.

TWO MORE MEN OUT.

Bowker improved, but did not find the wicket altogether to his liking. In his fourth over, however, he met with success, getting rid of Shanghai's most dangerous man by clean-bowling Leach. The score stood at 36, of which Leach had made 19.

Further success awaited Hongkong, for in Goodwin's next over without any addition to the score Dr. Morris skied one to leg, which Ramsey safely held.

MORE WICKETS FALL.

Burn and Capt. Barrett next became associated, the latter sending up 40, with a pretty glance to the pavilion off Bowker. A brilliant catch by Owen Hughes, low down in the slips off Goodwin, got rid of Burn, with the score at 42, and Ramsey safely held.

(Continued on Page 7.)

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AVIATION.

PROGRESS BY BRITISH
EXPERIMENTERS.

Rugby, Nov. 16.
Two small Moth aeroplanes, with 26 horsepower Cirrus engines, left London on flight to the East yesterday. The pilots are Neville Stack and Bernard Leete, both of whom saw service in the war with the Air Force. The former was at one time pilot of the Cairo-Baghdad Air Mail. The aim of this daring adventure is to prove the practicability of long-distance flights in small machines.

The pilots' first objective is India, and they hope to fly by stages of between 400 and 500 miles daily. It is their intention to devote themselves in India to the promotion of flying clubs, but if conditions are favourable they will continue the flight eastward with Australia as the ultimate goal.

A Seaplane Service in Africa.
The first seaplane for use on an experimental seaplane service between Khartoum and Uganda, and Kisumu, in Kenya, was formally christened at Rochester yesterday by Lady Beatrice Ormsby-Gore, preparatory to being shipped to Egypt. This new service is being assisted by the Uganda, Kenya, and Sudan Governments. The machine is of the same type as that used by Sir Alan Cobham, and represents the co-operation of five British aircraft firms.

An experimental service is to start in January, and the Royal Air Force in Egypt have arranged to make some connecting flights from Khartoum to Cairo, and the South African Air Force will probably make at least one flight north to connect from Cape Town with the Kisumu-Khartoum service.

New Egypt to India Route.
The terms of the agreement with Imperial Airways for the establishment of a new air route from Cairo to Karachi, provides for a subsidised service for a period of five years. A regular fortnightly service with three-engined machines will be established not later than January next in each direction, between Egypt and India, via Baghdad and Basra, for the carriage of mails, passengers and goods.

The institution of this service will make it possible to terminate the fortnightly mail service between Egypt and Iraq, hitherto performed by the Royal Air Force and, subject to over-riding military necessities, it has been arranged to withdraw from Iraq one squadron of the Royal Air Force.—*British Wireless.*

POLICEMAN SEIZED.

BOOTLEGGERS BELIEVED
RESPONSIBLE.

Lowell, Mass., Nov. 16.
Four armed men broke into the house of Mr. John Mahan one of the leading candidates for the mayoralty at the local elections and abducted him in a motor car. His wife is anxious for his safety as Mahan is a policeman, in view of the trouble, he made for the bootleggers and certain public officials, who he, in his campaign speeches alleged to be guilty of corruption.

Released.

Later.
Mahan has returned home. He said his abductors carried him to Providence, Rhode Island, and imprisoned him in a house, whence he managed to escape.—*Reuter's American Service.*

MATTERS CHINESE.

FORMER CUSTOMS MAN
SPEAKS.

Shanghai, Nov. 16.
Speaking at the Union Club yesterday, Mr. L. A. Lyall, formerly Commissioner of Customs in Shanghai, criticized British policy in China. He said that Mr. Rodney Gilbert's book "What's wrong with China" had done harm to Anglo-Chinese relations, and he hoped the book would be out of print in the course of a few years. Unfortunately, Mr. Lyall continued, many English papers were run on the lines of Mr. Gilbert's book. In this case the greater the truth the greater the harm.

Dealing with tariffs and treaties, he said it was not because tariffs were drawn up by very wise men that they had succeeded. Their success was due to the sweet reasonableness of the Customs staff in the direction of compromise. As regards the treaties, extraterritoriality was a right when a few foreigners were huddled in a few treaty ports, but when settlements were spreading like measles all over China, and foreigners who did not understand the Chinese were travelling everywhere in the interior, the Chinese had a grievance and the treaties ought to be revised.—*Reuter.*

MOTIVE POWER FROM
SEA WATER.

A FRENCH SCIENTIFIC
DEMONSTRATION.

Paris, Nov. 16.
The French scientists M. M. Claude and Boucherot, demonstrated experimentally at the Academy of Sciences the possibility of obtaining huge motive power from the sea.

Utilizing the difference in temperature between the sea surface and deep waters, then building in a vacuum the tepid water of the surface, the scientists showed that the steam thus produced, the pressure of which is only 3/100 atmosphere, can work a turbine constructed for a pressure of twenty atmospheres, thanks to special apparatus producing a vacuum which is kept very high in the condenser by the cold of the deep waters.—*Havas.*



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THEOSOPHY

"THE BROTHERHOOD OF MAN"
will be the subject of this week's public lecture of the Hongkong Lodge of the Theosophical Society, 7, Duddell Street, on Thursday, November 18th, at 6 p.m. The meeting is open to the Public. Lecturer Mr. M. Manuk.



Heat or
cold —

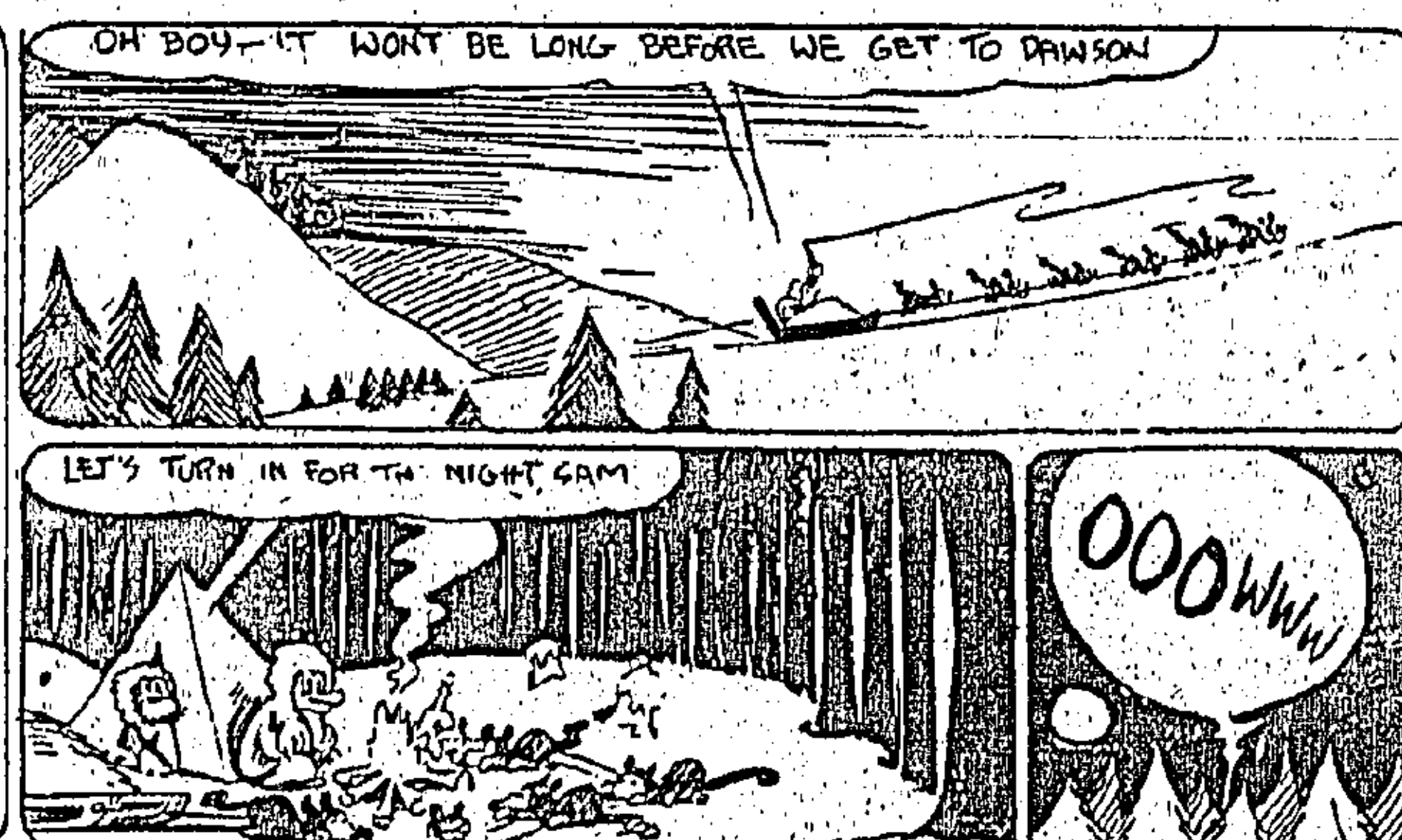
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AFTER
TRADING
STORE
FOR A
ROG-
TEAM
AND
SLEDGE,
WE
FIND SAM
AND GUZZ.
WENDING
THEIR WAY
HOME OVER
THE WILD
AND
DANGEROUS
COUNTRY
TO DAWSON,
NORTHERN
CANADA,
FROM WHERE
THEY WILL
PROCEED
HOME BY
TRAIN

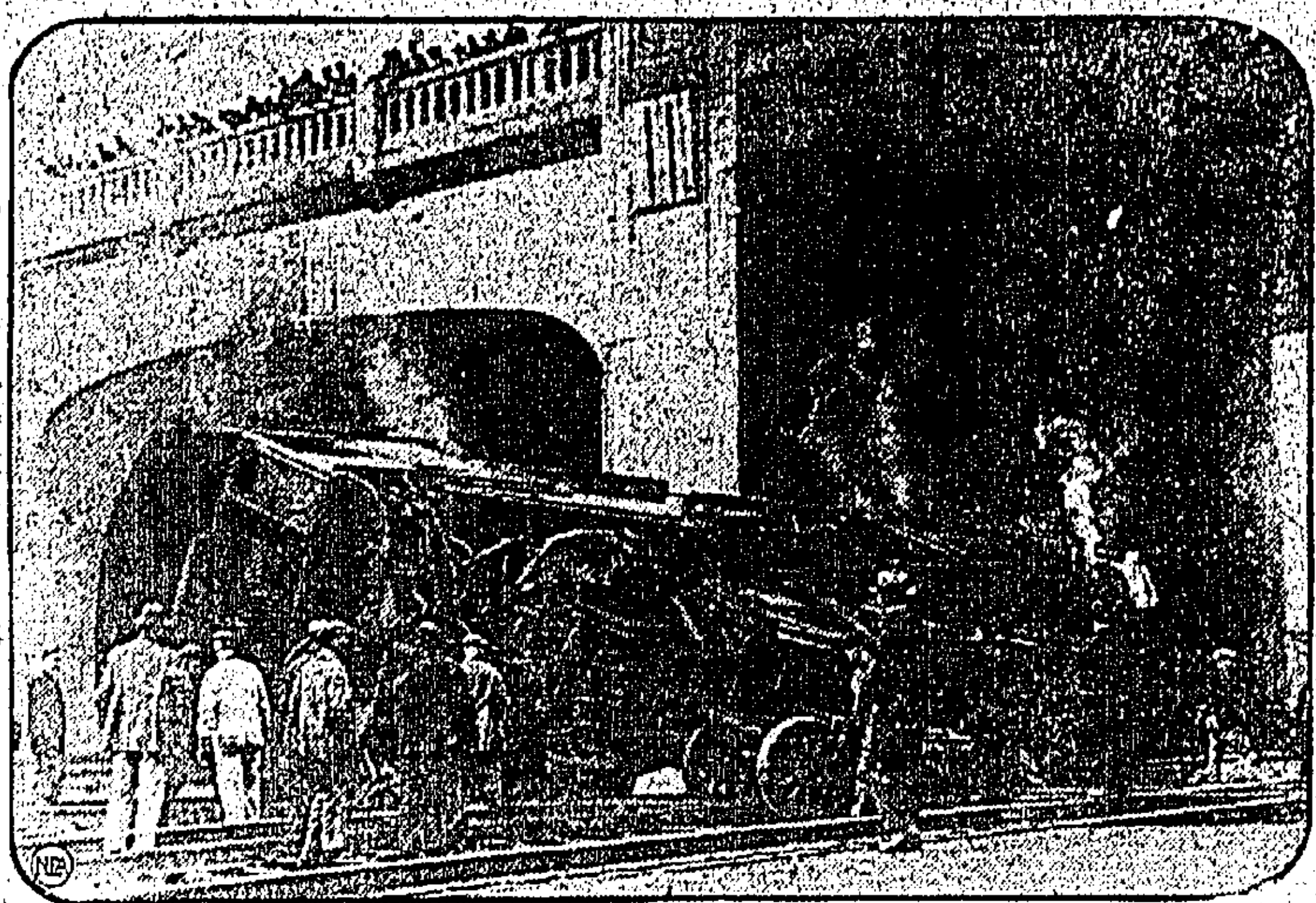


Doomed!



By Swan

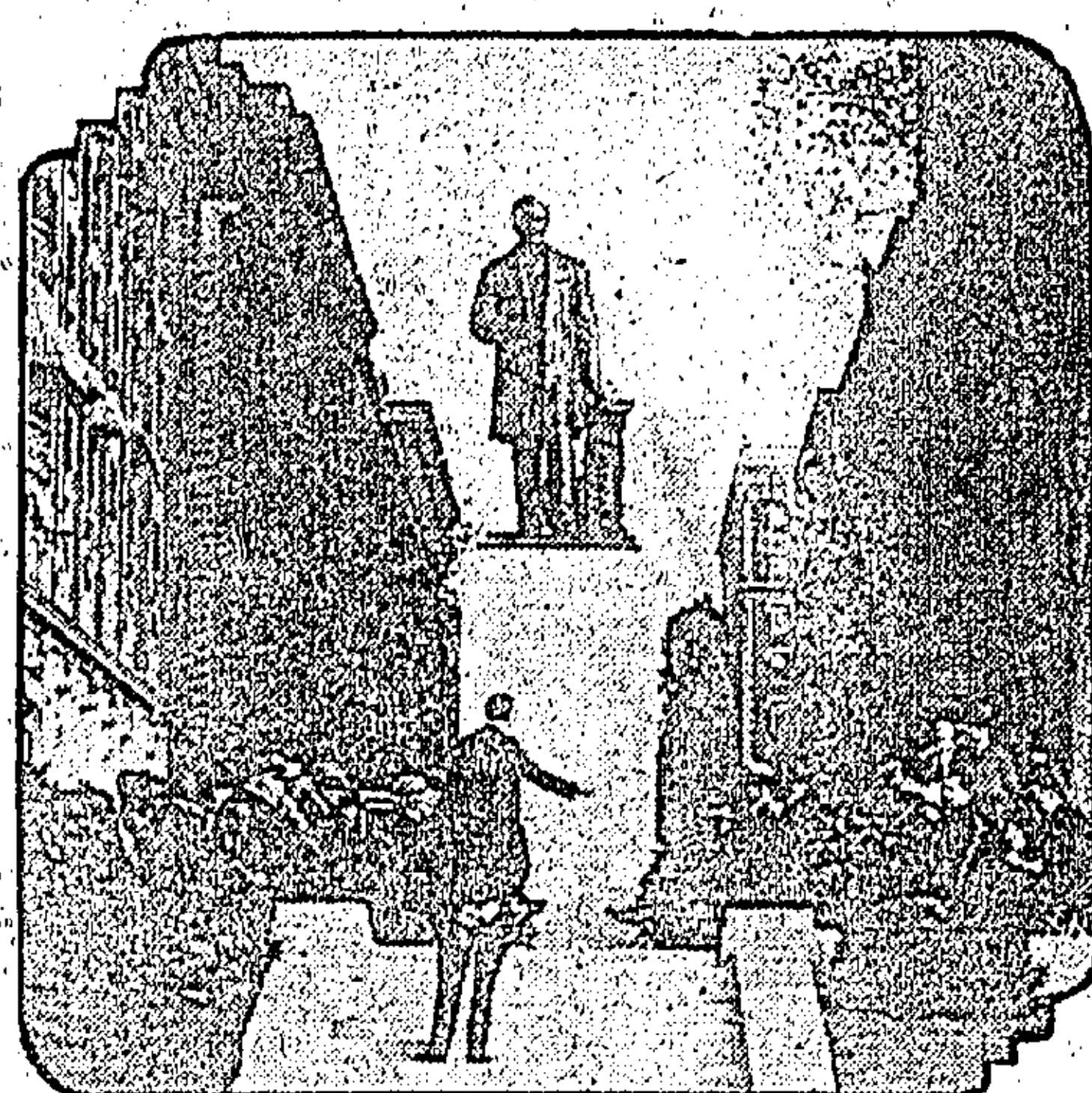




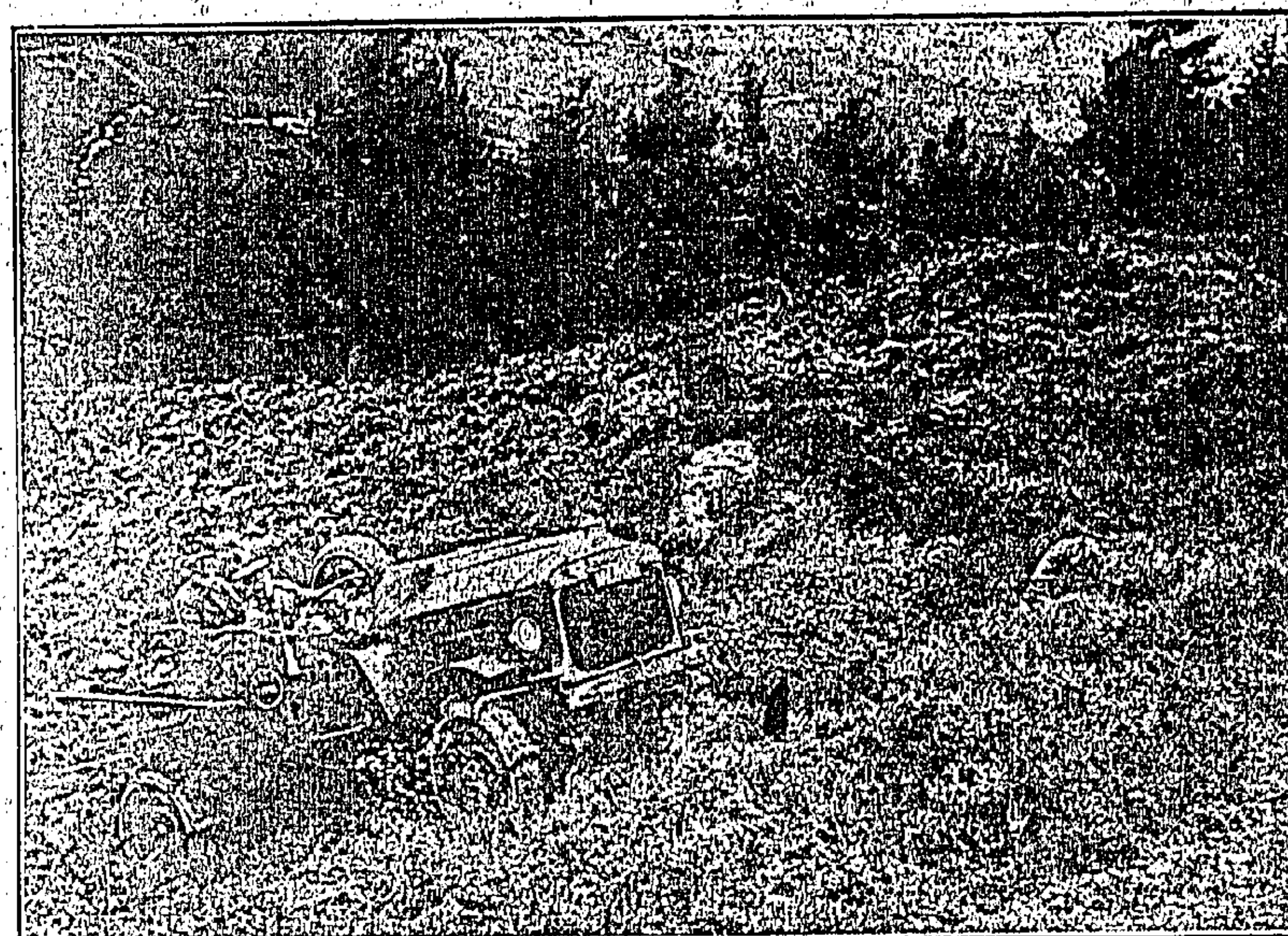
FATAL TRAIN CRASH.—Here is the wreckage of the locomotive of the Midnight Express of the New Jersey Central Railroad, which crashed broadside into the Lehigh Valley Railroad at Bethlehem, Pennsylvania. Eight persons were killed and nearly two score injured, all of whom were in the coach struck by the New Jersey train.



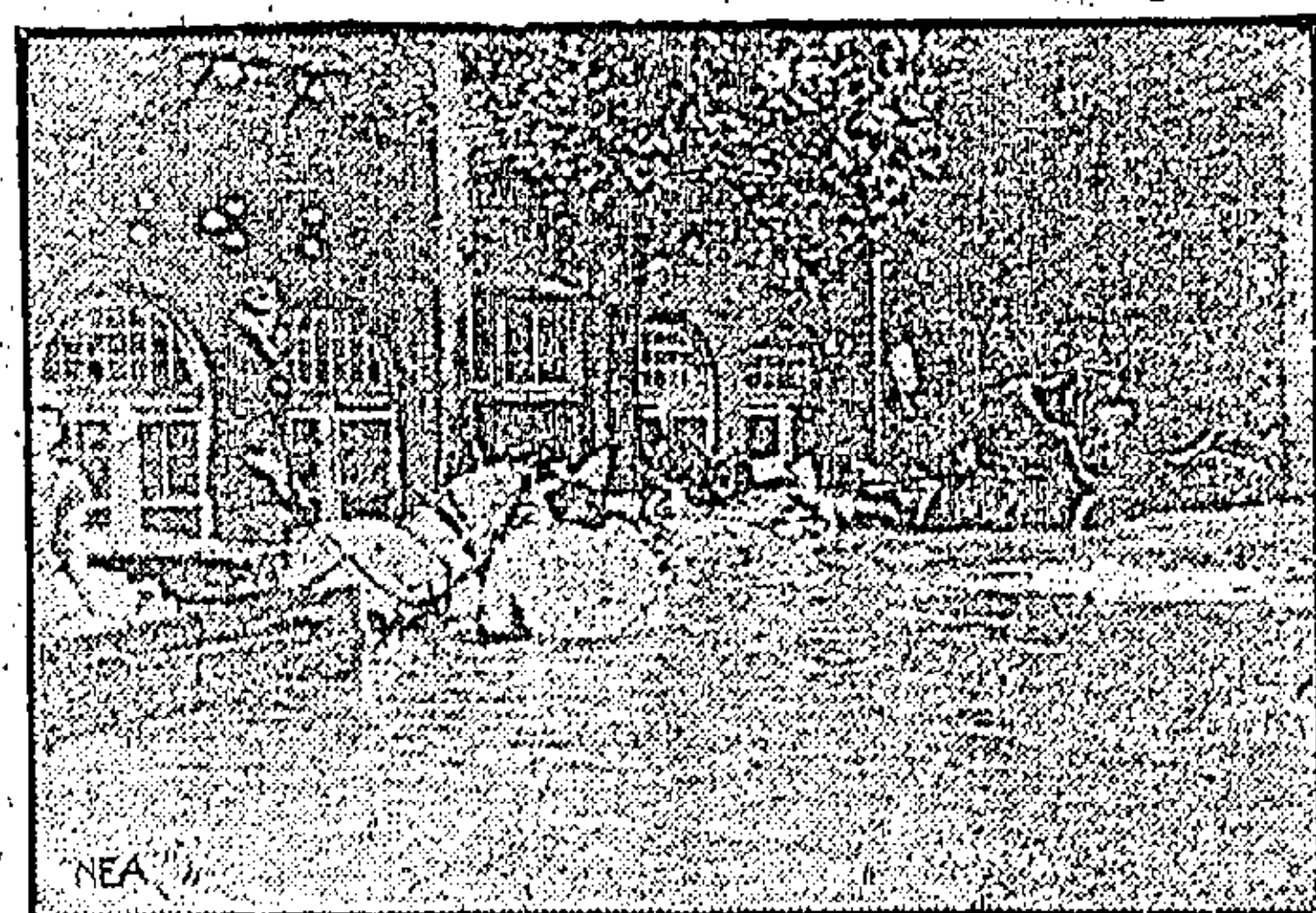
ANOTHER TRAIN CRASH.—Thirty-seven persons were injured, some fatally, when one subway train, bound for Elmhurst, New York City, crashed into another going in the same direction. Here are seen the splintered car platforms.



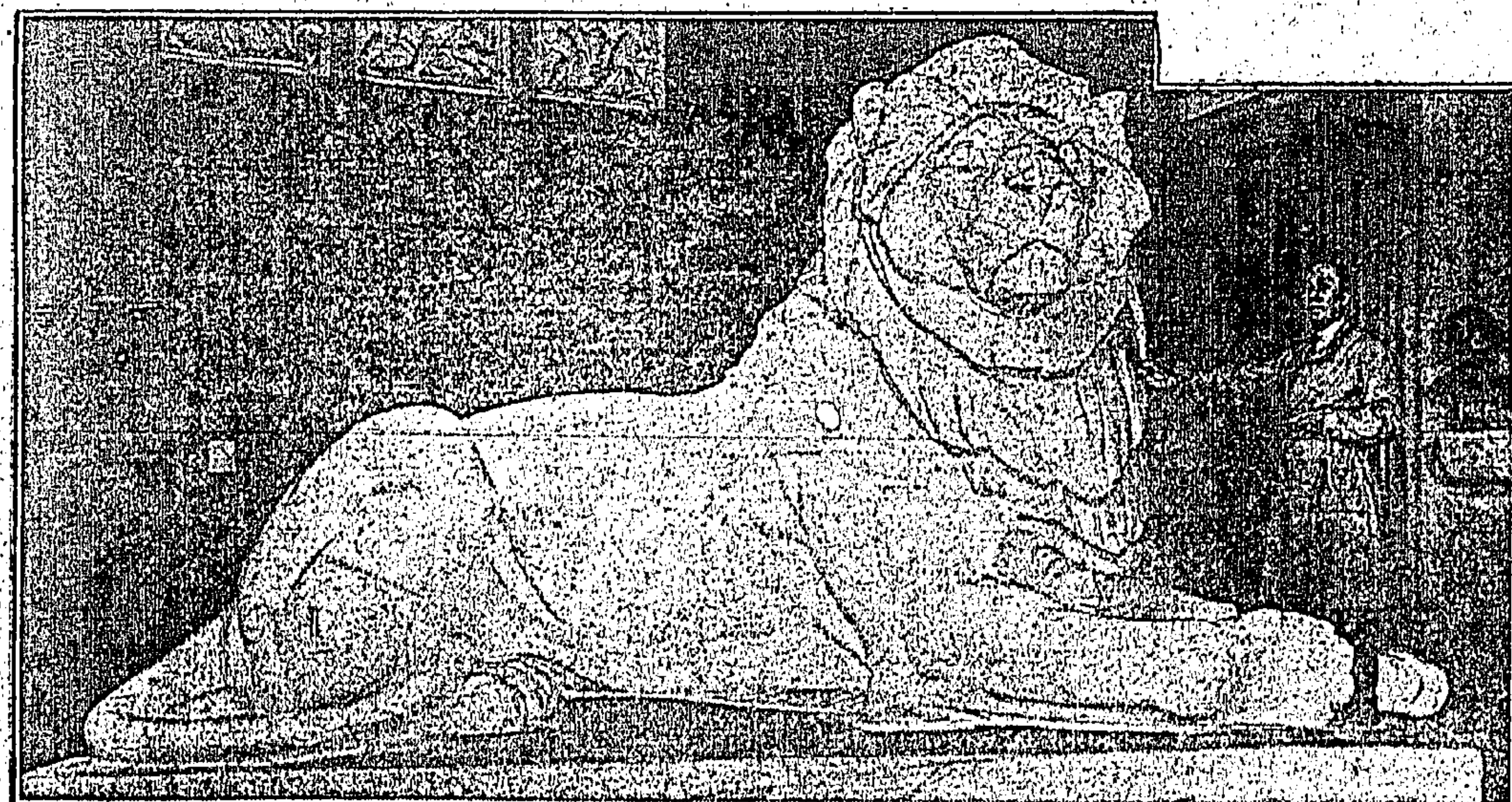
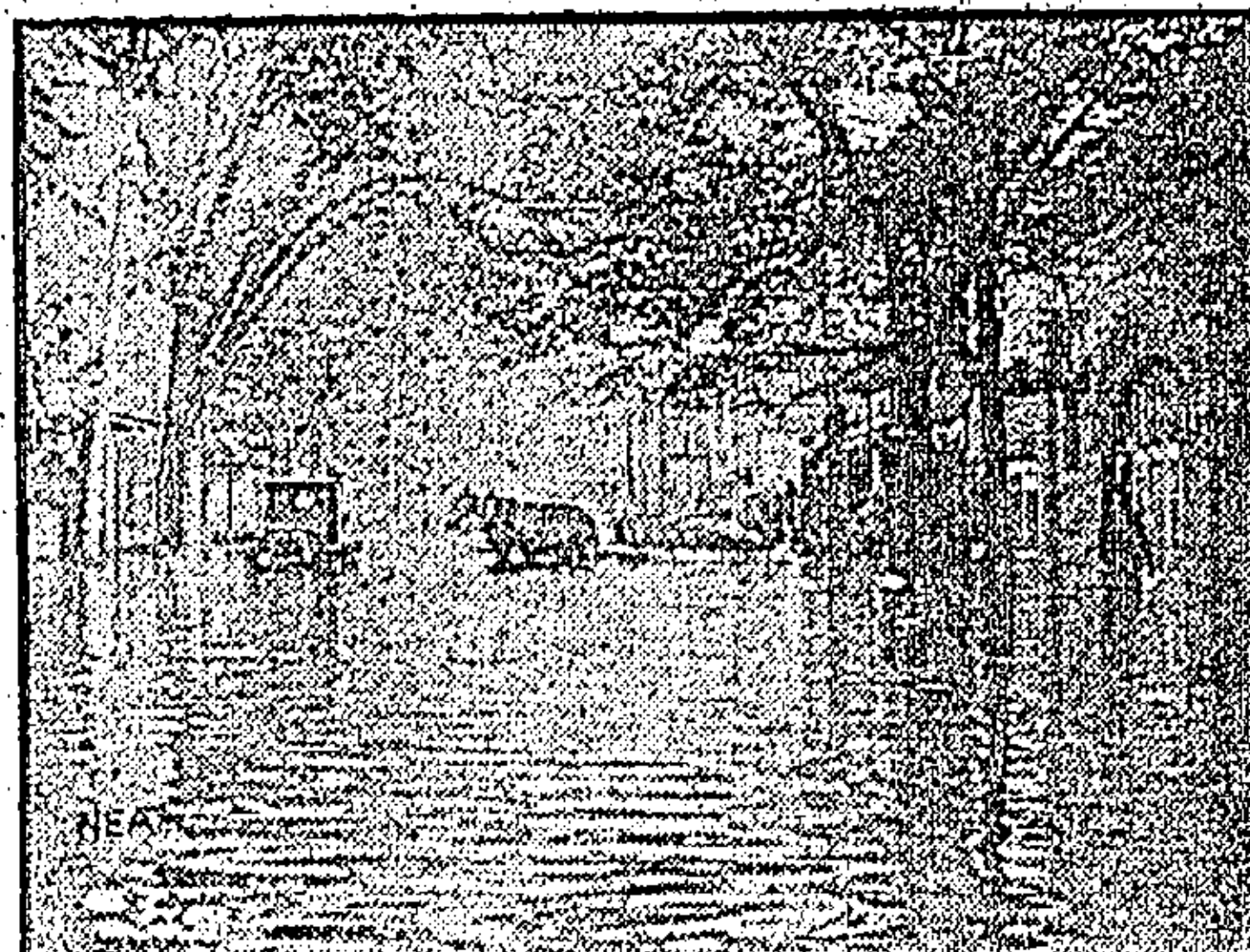
NEW YORK HONOURS FORMER GOVERNOR.—Samuel J. Tilden, once governor of New York, candidate for the presidency against Hayes in 1876 has been honoured by a statue on Riverside Drive. The unveiling is shown.



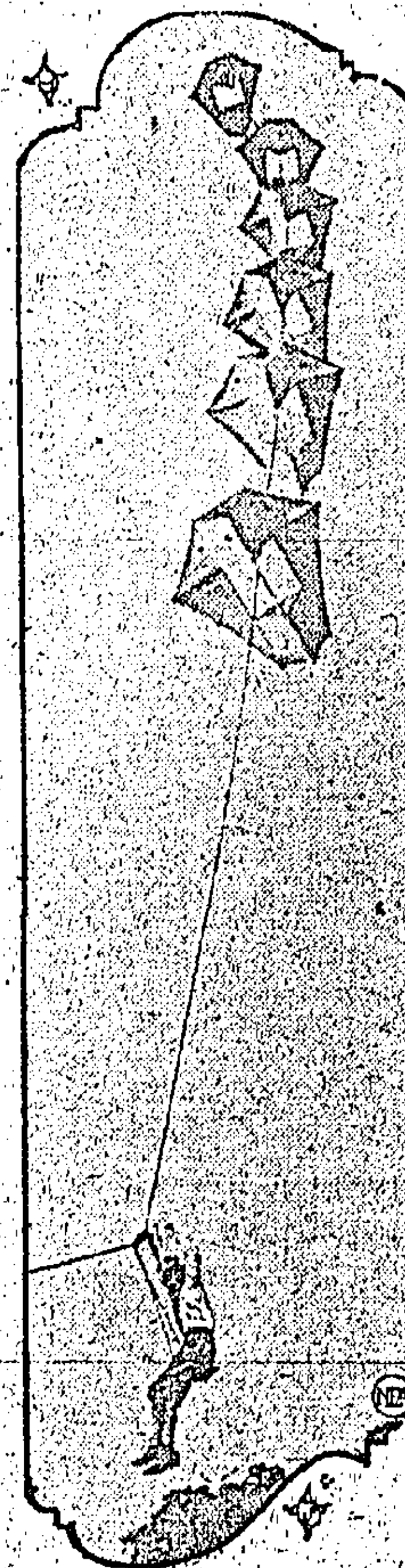
THE MECHANICAL ARMY.—The Hathi tractor climbing a stiff slope during the demonstration of mechanical military transport near Bagshot. A number of six-wheeled tractor lorries were also shown at work. (Times copyright.)



TERRIFIC FLOODS IN U. S. A.—Swollen by heavy rains, Illinois rivers and creeks put the towns of Beardstown and Lincoln under water, stopped traffic and industry, and inflicted privation and danger on thousands of residents. These pictures, the first from the flooded zone, show (left) Lincoln residents hauling sandbags through waist-deep water to keep the flood from swamping the light plant, and (right) what the main street of Beardstown looked like after the flood came.



MENIN GATE WAR MEMORIAL.—Mr. Reid Dick, A.R.A., at work on the lion which is to crown the outer archway on the most side of the great Memorial to the Missing now being erected at the Menin Gate at Ypres. The Memorial, which was designed by Sir Reginald Blomfield, R.A., consists of a Hall of Memory between two archways built across the road along which our troops marched east to Ypres. (Times copyright.)



A NEW KITE.—Francis Perkins, of Dorchester, Massachusetts, is pictured above, riding a man-carrying kite, the invention of his father.

DRESS WEAR



MOST men are sensitively aware how easily the effect of dress-clothes can be marred by little deficiencies in details. But all men can avoid this embarrassment by making full use of Mackintosh's Dress Wear Service.

YOU can be sure of getting everything you require in dress-wear at Mackintosh's. You will get it in that unobtrusive correctness which you regard as essential. Every item, in finish, in style, in fit and comfort, will comply with your own exactly high standard of what is correct for you. For here, as nowhere else, the needs of the particular man have been closely and intelligently studied.

Mackintosh

& Co. Ltd.

MEN'S WEAR
SPECIALISTS.

Alexandra Bazaar Hong Kong Des Voeux Road.

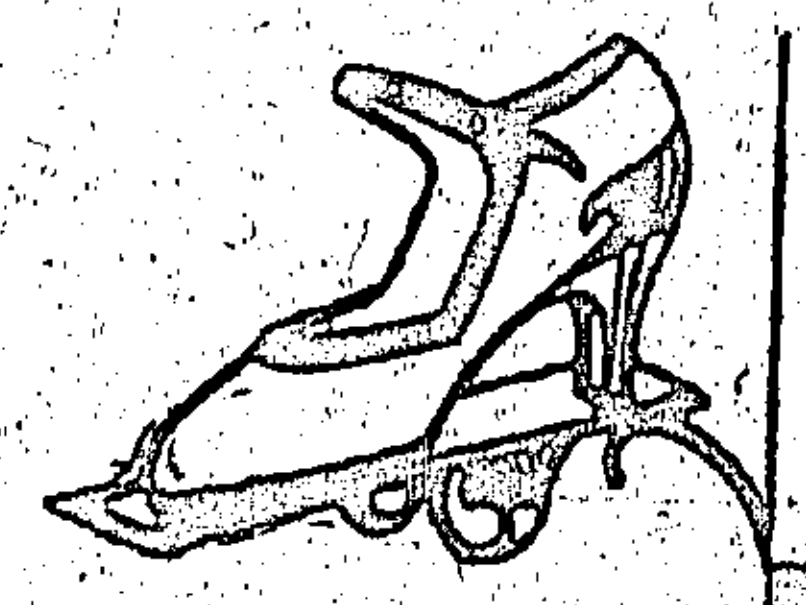
YE OLDE PRINTERIE LIMITED.

**FOR CHRISTMAS CARDS
DESIGNED BY US OR MADE UP
TO CUSTOMERS REQUIREMENTS**

CHINA BUILDING BASEMENT
Entrance Facing QUEEN'S THEATRE
Telephone 3797.

ROYAL & CO.

The Leading Shoemakers
Established 15 Years.
All styles made to order.
Dancing Shoes a Speciality.
Shoes re-covered in all
colours, fabrics and leathers.
No. 1, D'Aguilar Street,
Telephone C. 3237.



Take her to the Pictures!

WHITEAWAY'S FOR XMAS CARDS & CALENDARS —AND— PARTY NOVELTIES

Single Cards

A splendid selection of Single Cards.
15c. 20c. 30c. 40c.
60c. 75c. and \$1.00
with Envelopes to fit.

Caleendars

Novel, Artistic and Up-to-date
\$1.00 \$1.25 \$1.50 & \$1.75

Photographic Mounts

Very useful for using your own photos as Xmas cards. All sizes from V. P. kodak to Postcard.
40c. to \$1.00 pkt.

Autograph Cards

These plain cards, neatly printed are very popular. Six cards in box with envelopes to fit.
Price 75c. and \$1.00

Menu & Guest Cards

These are just the thing for the Xmas parties. Done up in Boxes containing six blank Menus and 12 Guest Cards.
Price \$1.00 Box

Invitation Cards

For party, at home or dancing, just right for the Xmas Season each box contains 12 Cards and Envelopes.
Price \$1.00 Box

**TOY TOWN IS NOW OPEN
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.**

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid).

The following replies are a wait-
in collection:-

1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
526, 32, 38, 72, 80, 88,
102,

WANTED.

WANTED.—Well known foreign
firm of Import and Export, long
established in Hongkong, requires
a good COMPRADORE, with satis-
factory Secretary. Apply Box No.
110, care of "Hongkong Tele-
graph."

LOST.

A wire haired fox terrier puppy.
White and black markings.
Please return to A.D.C., Govern-
ment House.

BUNGALOWS, REPULSE BAY.

TO BE LET.—For particulars and
order to view please. Apply to
Hongkong Realty and Trust Com-
pany, Ltd., Exchange Building,
Des Voeux Road Central, Hong-
kong.

PREMISES TO LET.

TO LET.—One European FLAT
Wanchai Gap Road, Hongkong.
Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor,
New Hongkong Bank Building.
Apply Sang Kee, same building.

TO LET.—A three roomed Euro-
pean FLAT on top floor of No. 14,
Conduit Road. Apply to H. M. H.
Nemazes.

COMMODOUS OFFICES to let
in No. 7, Queen's Road Central,
also two small offices in 1A, Chater
Road. Apply E. D. Sassoon and
Company, Ltd.

COMMODOUS Ground Floors of
Nos. 15, 16 & 17, Connaught Road
C., and First Floor of No. 18,
Next P. and O. Bldg. Suitable for
shipping offices. Apply S. K. Trust
Ltd., 23, Connaught Road C.

TO LET.—"Stowford No. 2," 46,
Bonham Road, three stories, six
rooms, five bath rooms, kitchen,
servants' quarters, recently re-
paired and renovated. Apply DE-
CONS, Prince Building.

TO LET.—For 12 months or
longer (immediate possession or
early Spring) HOUSE in Peak dis-
trict, near motor road; fully fur-
nished. Write Box No. 112, care of
"Hongkong Telegraph."

TO LET.—14 Knutsford Terrace,
Kowloon, with tennis court, 1
small & 4 large rooms, 2 bath-
rooms, 2 kitchens & servants' quar-
ters. Recently repaired. Apply
Seu Kon Chi, Bank of Canton
Building.

TO LET.—Furnished from 1st
March, 1927, for 10 months. A
very desirable four room flat in
Armed Buildings, Kowloon.
European bathroom, flush system,
good kitchen, and servants' quar-
ters. Apply Box No. 111, care of
"Hongkong Telegraph."

SHARE & REAL ESTATE Firm
will consider applications for part-
nership only from prospects in
position to invest some capital in
exchange for partnership and
goodwill; no agents. Apply for
appointment to Hongkong Small
Investors' Share & Real Estate Co.
Tel. C.4680 10, Des Voeux Road.



NEW ADVERTISEMENTS.

ST. STEPHEN'S COLLEGE.

Prospect Place, Bonham Road.

The new School Year begins
December 13. Entrance Examina-
tion for New Boys, Saturday,
December 11th at 9.30 a.m. For
prospectus, for boarders and day-
boys, apply

ST. STEPHEN'S COLLEGE,
Prospect Place.

HONGKONG JOCKEY CLUB.

NOTICE.

The Half-Yearly General Meet-
ing of Members will be held in the
Jockey Club Room, Hongkong
Club Annex, on THURSDAY, 18th
November, 1926, at 12.30 p.m.

By Order,

C. B. BROWN,
Secretary.

MACAO.

GREAT INDUSTRIAL FAIR FOR ONE MONTH.

Opens on the 7th November.
Closes on the 6th December.
Besides the exhibition of in-
dustrial products there will be
every variety of amusements such
as Merry-go-rounds, Hawaiian
dances, Chinese theatre, Cinema,
recreation pond, etc.
Motor-buses, taxis running
from every point of Macao to the
Fair.
Ten thousand electric lamps
illumination!!!
Five cents entrance fee.

New Music

Lonesome and Sorry
The Girl Over There
Honey Bunch
Chinese Moon
Me Too
Rhythm of the Day
Irish Home Sweet Home
Barcelona
Bobodilla
Who Loved You Best
Wanna Go Back Again
Blues

Somebody's Crazy About
You

The Two of Us

AT

ANDERSON

CONSIGNEE NOTICES.

HOLLAND-OOST AZIE LIJN.

From AMSTERDAM, ROTTERDAM,
HAMBURG, BREMEN, and GENOA.

The Steamship,

"OLDEKERK" (11)
having arrived from the above ports,
consignees of cargo by her are not-
ified that all goods are being landed
at their risk into the hazardous
and/or extra-hazardous godowns of
the Hongkong and Kowloon Wharf
and Godown Co. Ltd. whence and/or
from the wharves delivery may be ob-
tained.

Goods not cleared by the 24th Nov.
1926, will be subject to rent.
All broken, chafed and damaged
packages are to be left in the go-
downs, where they will be examined
on the 23rd November, 1926, at 10
a.m. by Messrs. Goddard and
Douglas.

Claims against the steamer must be
presented in writing within ten days
after arrival of steamer, otherwise
they will not be recognized.
No Fire Insurance will be effected
by the undersigned in any case
whatsoever.
Bills of Lading will be countersig-
ned by.

JAVA-CHINA-JAPAN LIJN
General Agents,
Hongkong, 17th Nov. 1926.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism. No. 2 for Gout. No. 3 for
Skin Diseases. No. 4 for Chronic Wounds.
Solely Genuine. No. 5 for Hay Fever. No. 6 for
Allergies. No. 7 for Stomach Disorders. No. 8 for
Nervous Disorders. No. 9 for Women's Complaints.
No. 10 for Children's Diseases. No. 11 for
Elderly People's Disorders. No. 12 for
General Tonic. No. 13 for
Blood Purifier. No. 14 for
Stomachic. No. 15 for
Laxative. No. 16 for
Diuretic. No. 17 for
Sedative. No. 18 for
Anesthetic. No. 19 for
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10 MINUTES COMFORT
FOR ONE

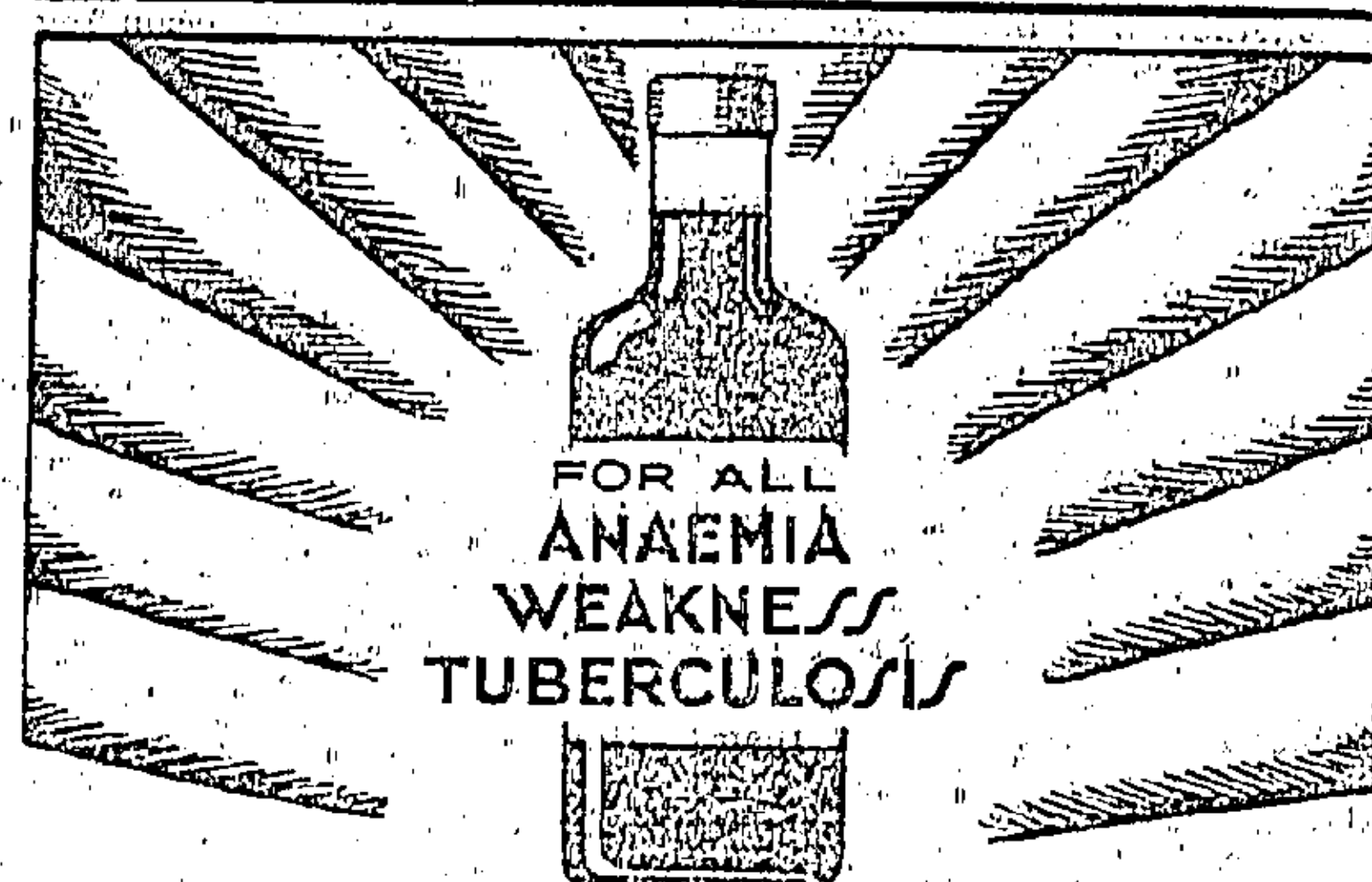
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BY 150,000 DOCTORS, THROUGHOUT THE WORLDTHE TASTE IS VERY AGREEABLE, PARTICULARLY
RECOMMENDED FOR WOMEN AND CHILDREN IN
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Examine the package carefully before buying. If it is not
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TROPICAL COUNTRIES" in Red on a White label, and in
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Take her to the Pictures!

PHILIPPINE CRISIS.

FILIPINO LEADERS DEFY
GOVERNOR.

Manila, Nov. 16.
The most serious political crisis
of the year arose to-day when
Senate President Manuel L. Quezon,
and Speaker Roxas, who were last
week ousted from the Board of
Control by General Wood's execu-
tive order, notified General Wood
that they refused to recognise the
legality of the order, and would
continue to act as a majority of the
Board and vote the Government
owned stock in the Philippine Na-
tional Bank the National Coal Com-
pany, the Manila Railroad Company
and other Government enterprises.

The first test is expected this
week when the National Coal Com-
pany directorate meets. Messrs.
Quezon and Roxas intimate that
they will instruct the Secretary of
the company to refuse to surrender
the books to the Governor-General,
thereby forcing the latter to seek
a legal remedy against them.

It is intimated that General Wood
is unwilling to leave the Philippines
in January for Washington as sched-
uled on account of the situation.—
Reuter.

FLOODED BRITAIN.

A DAM BURSTS IN
YORKSHIRE.

Rugby, Nov. 16.
A large reservoir situated on
the edge of the moor above the
Aire valley, near Keighley, in York-
shire, burst its containing wall
yesterday, as a result of the heavy
rainfall of the past few days. The
waters poured down the moorside,
flooding acres of land, and sub-
merging roads, before finding an
escape in the flooded river. No
loss of life occurred.

The rainfall was also responsible
for a landslide at Blackburn, in
Lancashire, which carried a road-
way into the river.

In Wales, rain was almost inces-
sant yesterday, and the river at
the village of Cwm, where the
homes of residents are threatened,
again rose. The position is de-
clared to be serious.

An air pilot who flew between
Paris and London yesterday states
that the floods in south-east Eng-
land appear from the air like
inland seas, and make navigation
difficult owing to the disap-
pearance of some of the landmarks.
—British Wireless.

FOREIGN INTERESTS.

BELGIUM'S CASE.

Peking, Nov. 16.
The Cabinet has now received
memoranda from various Mini-
stries expressing their views con-
cerning the proposed regulations
according to which Belgium subjects
in China, pending
negotiation of a new treaty, and
it is thought the matter will be
discussed later in the week.

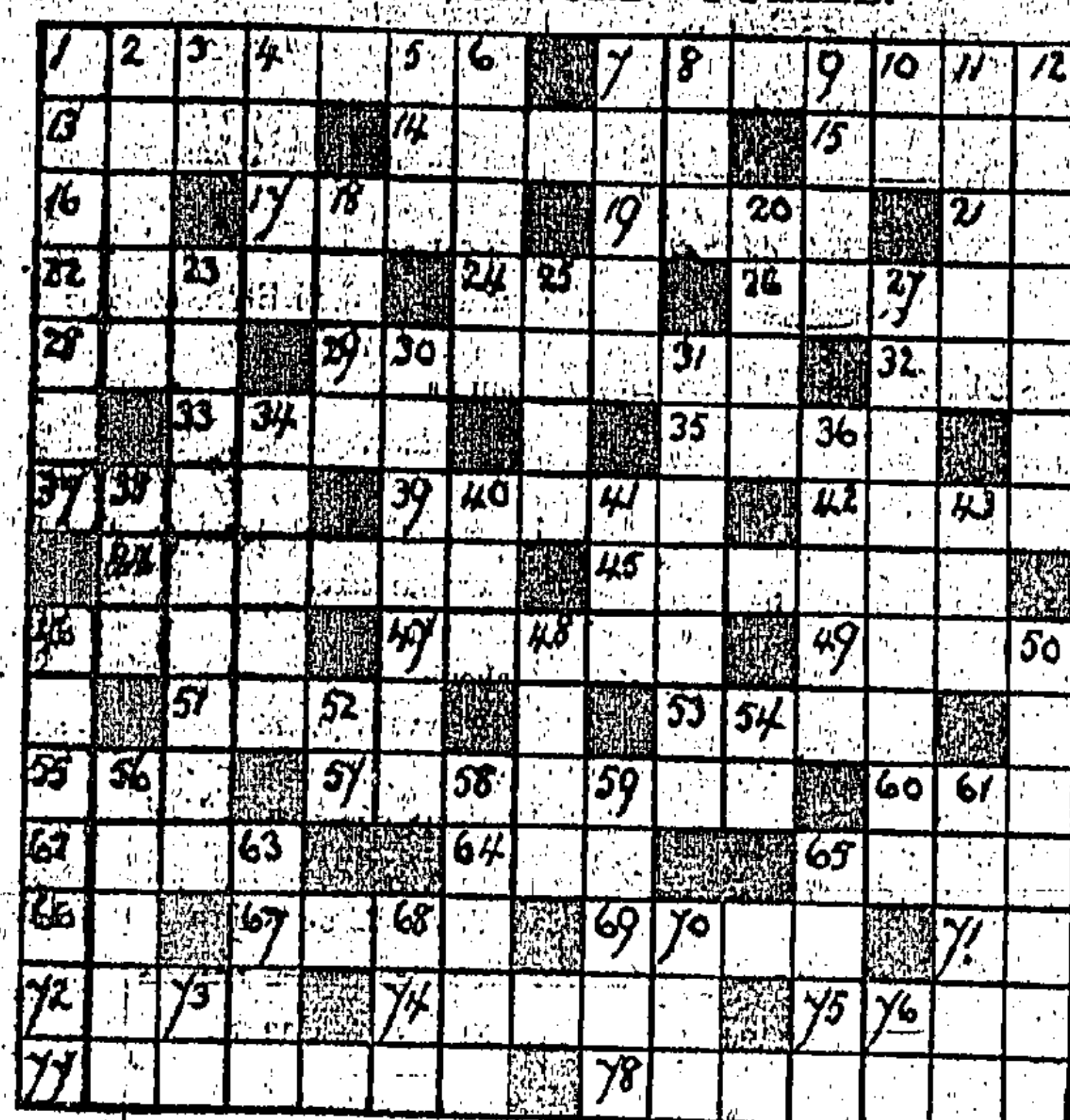
Cabinet officials, replying to
questions this morning, however,
were unable to indicate when the
promulgation of the regulations
could be expected.—Reuter.

CABLE LAYING.

3,448 MILES OF NEW
LINE LAID.

Vancouver, Nov. 16.
The Pacific Cable Board's cable
laying steamer Dominica has com-
pleted laying a duplicate cable
from Bamfield to Ranning Island,
a distance of 3,448 miles. The
steamer Faraday is now linking
up the second cable between Fan-
ning Island and Fiji.—Reuter's
American Service.

OUR CROSSWORD PUZZLE.



Across.

- 1 A single eye-glass.
- 7 A low, dense cloud.
- 13 So be it.
- 14 To exult.
- 15 A hemispherical roof.
- 16 Direction of the wind.
- 17 To confine.
- 19 An Indian coin.
- 21 Baronet (abbr.).
- 22 Shivering with fear.
- 24 Item of domestic furnishing.
- 26 An ant.
- 28 Used for lighting purposes.
- 29 Nourishment.
- 32 Exult.
- 33 Closely allied to the rabbit.
- 35 Vipers.
- 37 Hauled.
- 39 Arab vessels.
- 42 Egyptian goddess of the moon.
- 44 A fruit.
- 45 A restorative.
- 46 A writing-table.
- 47 To scrape out.
- 49 Constantly.
- 51 Listen to.
- 53 A nozzle.
- 55 Prefix meaning three.
- 57 To place apart.
- 59 A boy.
- 62 A thick cord.
- 64 A primary colour.
- 65 A funeral pile.
- 66 A loaf.
- 67 One who dyes cloth.
- 69 To be bold enough.
- 71 Exists.
- 72 Ceased to live.
- 74 To give out.
- 75 The smallest particle.
- 77 Possessions (pl.).
- 78 Superintendent matter for publica-
tion.

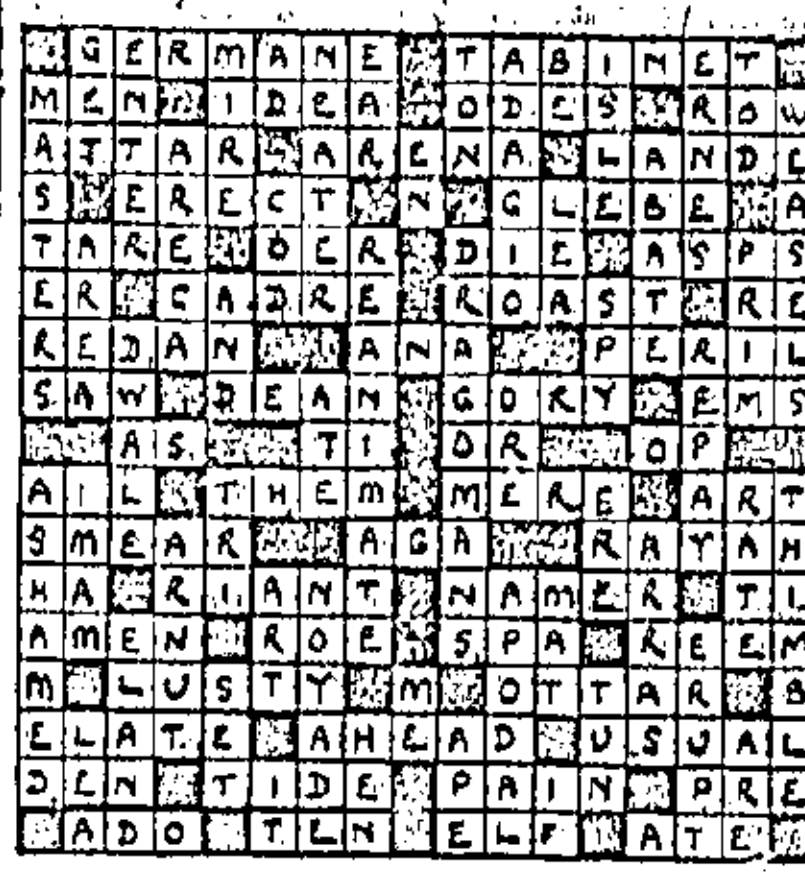
Down.

- 1 Had under control.
- 2 The last letter in the Greek
alphabet.
- 3 Point of the compass.
- 4 One time.
- 5 A limb.
- 6 Resin from various trees.
- 7 Condition.

8 A number.

- 9 The first human being.
- 10 Towards.
- 11 Of dark yellow colour.
- 12 Sporting dogs.
- 18 A Hebrew month.
- 20 Used for catching fish.
- 23 The office of an usher.
- 25 Early Christian pulpit.
- 27 Ponderously.
- 29 Books of accounts.
- 31 Beginning to exist.
- 34 Not sleeping.
- 36 Smoking requisites.
- 38 The female of the hart.
- 40 A pronoun.
- 41 Existed once.
- 43 Congealed water.
- 46 To thrust down.
- 48 Efficient.
- 50 Recuses.
- 52 First class.
- 54 Diphthong.
- 56 Ties with a rope.
- 58 A plant.
- 59 Becomes rotten.
- 61 An axle.
- 63 Collection of pagan poems.
- 65 True.
- 68 The organ of sight.
- 70 To put together.
- 73 Actually there.
- 76 Opposed to "from."

Yesterday's Puzzle.



LIGHTS OUT.

CENTRAL DISTRICT PLUNGED
IN DARKNESS.

Shortly after 10 o'clock last
night a local failure of the electric
supply resulted in a total eclipse
in the district between Central
Market and Garden Road, involving
the Hongkong Hotel, Queen's
Theatre, the China Building and
the S. C. M. Post office.

The wires were soon humming
with complaints to the Electric
Company, who were for the time,
being nonplussed as to the cause
of the breakdown.

Meanwhile the tram service was
out of commission, and the running
of "Yolanda" at the Queen's
Theatre came to an abrupt stop.
By means of electric torches and
candles, the orchestra at the
cinema house were enabled to con-
tinue, and during the period of
darkness entertained the audience
with popular airs and selections.

Some 25 minutes after the occult
demonstration took place, the lights
came into vivid being again, and
the normal course of business was
resumed.

OIL SHARES.

DIVIDEND OF 25 CENTS A
SHARE DECLARED.

New York, Nov. 16.
The Standard Oil Company of
New Jersey has announced a quar-
terly dividend of 25 cents per
share with an extra bonus of
12½ cents a share. It has also
voted to retire \$26,000,000 worth
of outstanding preferred shares
at \$115 per share.—Reuter's
American Service.



CAFE RESTAURANT PARISIEN

OUR POPULAR MUSICAL TIFFIN

ONE DOLLAR

per head

NIGHTLY DINNER DANSANT

ONE DOLLAR FIFTY

per head

WITH THE
YOURY YOURLOS'
ENTERTAINMENT

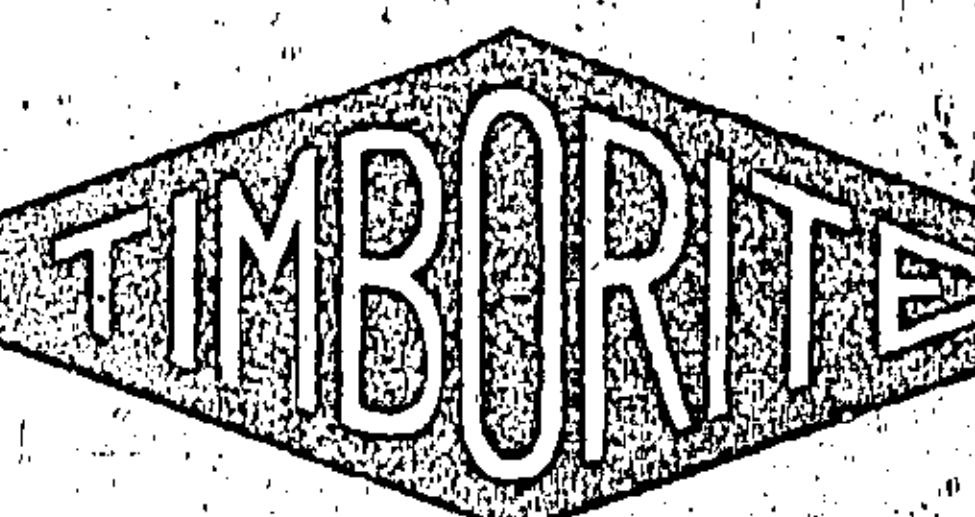
DANCING from 9 p.m.—12 Midnight.

ENJOY A PERFECT DINNER

Amid delightful surroundings and clever entertainment.

For Reservation

Phone C.1576.

Preserve and decorate the Woodwork
of your House
withWOOD PRESERVATIVE AND
STAIN COMBINED

THREE SHADES OF BROWN

AND

THREE SHADES OF GREEN

STOPS Dry Rot, Decay and

Destruction by White Ant

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WILKINSON, HEYWOOD & CLARK,
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You are cordially invited to inspect our

NEW STOCK

OF

Ladies' and
Children'sFALL AND WINTER
FELT HATS

and while you're there, ask about our new stock of

Ladies' Gloves

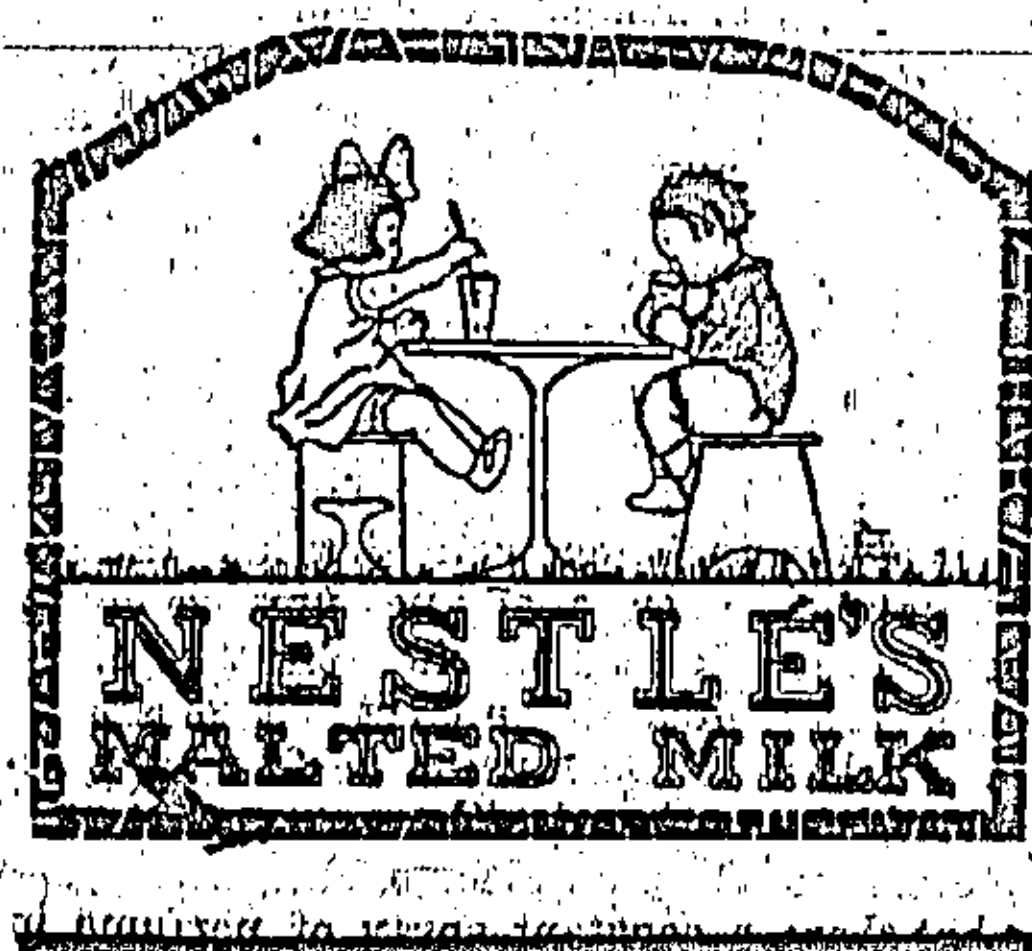
of Latest Shades and designs.

YEE SANG FAT CO.

FRECKLES AND HIS FRIENDS

Lost, Strayed or Kidnaped??

By Blosser



CAN IT
BE
POSSIBLE
THAT
DISASTER
HANGS
OVER
THE
COMMUNITY?
LET'S
HOPE
NOT.

DEWAR'S "WHITE LABEL"

FINEST
SCOTCH WHISKY
OF GREAT AGE.
Awarded 50 Gold and Prize Medals.

"VICTORIA VAT"

THE VERY FINEST OLD
Scotch Whisky
As supplied to the Houses of Lords and Commons.

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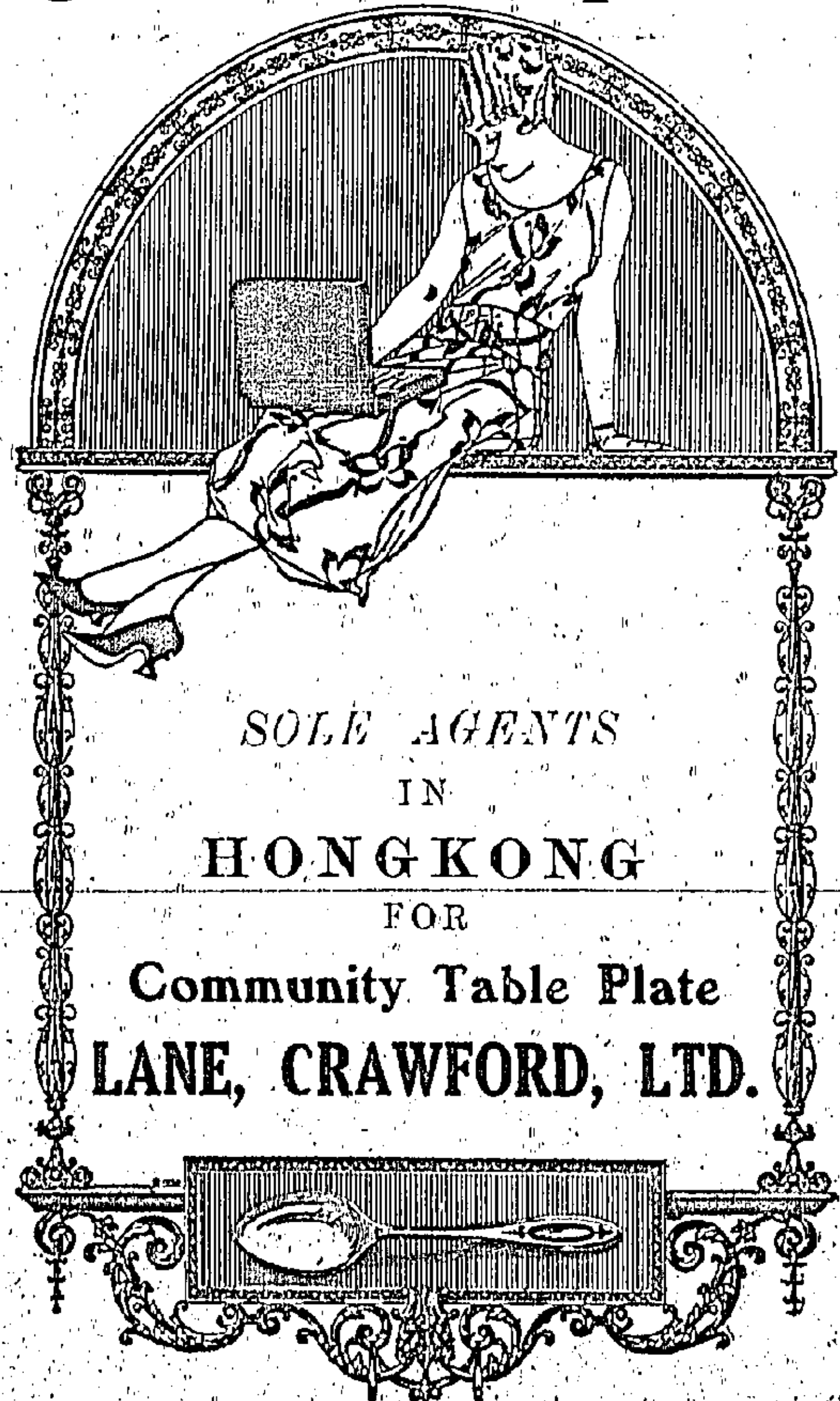
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The Telegraph

WEDNESDAY, NOV. 16, 1926.

INDUSTRIAL ISSUES.

One cannot help reflecting, now that the coal strike is all but over, on the tremendous folly of warfare between the two classes that make up modern industry, because Britain is losing tremendously by internal industrial friction. The cost of the coal strike has been put at the high figure of £400,000,000, but it is probably even higher than that, taking into account all the loss of potential work. There is, in this question of industrial disputes, a very profound threat to the future prosperity and happiness of our Homeland, and it cannot be too often emphasised. If we look at the United States, for a moment, we get a picture that will serve as a guide to what ought to be aimed at in Britain. We saw it stated in a recent thoughtful article by Mr. Philip Kerr, that the economic life of the United States is based upon the universal acceptance of three main ideas, the first being that a progressive rise in the standard of living for all classes can only be obtained by the adoption of every scientific discovery, invention and labour-saving device as soon as possible. The second commonly-accepted idea is that an adequate home market will only be secured if workmen are paid the highest possible wages, having regard to their individual skill and output. The third big idea accepted, as a commonplace is that unless capital can earn good profits the employer will be unable to keep good machinery, and that unless every worker does his best employers will be unable to pay good wages. There is much more willing co-operation between employers and the employed, and, although industrial disputes are frequent, high wages, good profits and unrestricted efficiency on the part of both capital and labour are regarded as the natural foundations of industrial and commercial prosperity.

If we look at Britain we do not find the realisation quite the same. It is not regarded as axiomatic either by capital or labour that progressive increase in the standard of living is dependent upon the adoption of the best organisation and the latest machines. Capital has little comprehension of the value of high wages and is continually reducing labour efficiency by cutting wage rates. Labour still believes that profits are immoral and only secured by robbing wages, and it still clings to the fatal delusion that it is helping itself by hindering and restricting the efficient worker and encouraging uniform mediocrity. It believes that it is reducing unemployment by spreading the job over as many people as possible. In short, it adopts an official attitude of non-co-operation with capital in the vain hope that in some way and at some time it will be able to dispense with capital altogether. It has been well said that the vital dynamo of Britain's national industry is slowed up by a vicious circle of conflict in which the efficiency of both capital and labour is discouraged by the policies of each. Business enterprise and initiative is regarded by Labour almost as a criminal conspiracy against the poor workers because there is an eventual profit in view. Surely, the time has come when the two great partners in British industry should cease their futile and fatal argument and realise that it ought to rest upon the simple economic truths that have, in recent years, made the United States one of the greatest and most contented industrial nations of the world. Britain's need for this realisation is much more imperative than in the case of most nations, for it subsists as a great manufacturing country by selling its products to the outside world. If the nation continues the fight much longer, it will irretrievably lose ground that will create a problem of the greatest magnitude.

The Royal Tour.

As will have been seen from yesterday's British wireless news, the plans for the official visit of the Duke of York to Australia and New Zealand have now been completed. Accompanied by the Duchess, he is to leave England on January 6th and will not leave Australia on his return journey until May 23rd. His visit to Australia is, as is known, for the purpose of opening the Parliament building at Canberra, the new capital of the Australian Commonwealth, and that the Royal couple will receive a magnificent reception in the Antipodes goes without saying. The sons of Their Majesties are certainly getting to know various parts of the Empire by actual contact, and it is good that that should be so. Here in Hongkong we shall regret the circumstance that His Royal Highness and his charming consort are not including this Colony in their itinerary, but we presume it is too much to hope that matters can be so arranged that they pay Hongkong a visit on their way back to the Old Country. Incidentally, the first point at which the Duke will land after leaving England will be Jamaica, where Sir Edward Stubbs is Governor. Our former Governor will therefore have what must be a unique experience, for Governors of Crown Colonies in officially welcoming three sons of Their Majesties during the space of a very few years. Sir Edward was here when the Prince of Wales paid his visit to Hongkong and also when Prince George first landed here, and now he is to figure in the welcome to be extended to the Duke of York on the latter's visit to Jamaica.

EXCHANGE RATES.

	Rugby, Nov. 16.
Paris	144 1/2
Brussels	34 3/8
Amsterdam	12 1/2
Berlin	20 1/2
Copenhagen	13 1/2
Vienna	34 1/2
Hamburg	12 1/2
Lisbon	2 1/2
Buenos Aires	45 1/2
Shanghai	2 1/2
Yokohama	2 1/2
New York	48 1/2
Geneva	25 1/2
Milan	18 1/2
Stockholm	18 1/2
Oslo	18 1/2
Prague	16 1/2
Madrid	31 1/2
Rio	6 1/2
Bombay	1 1/2
Hongkong	1 1/2
Silver (Spot)	25 1/2
Silver (forward)	25 1/2

No arrests have yet been effected in connection with the murderous assault committed with a hatchet on Subadar Lakhu Ram, early yesterday morning at Whitfield Barracks. The injured man is lying in hospital with a severe cut inflicted in the back of his skull, and his condition is very grave.

DAY BY DAY.

THERE IS NOTHING MORE CONTEMPTIBLE THAN A BALD MAN WHO PRETENDS TO HAVE HAIR.—*Martial.*

There was a clean bill of health in the Colony yesterday.

The local weather forecast up to noon to-morrow is:—North-east winds, moderate; fair.

A meeting of the Sanitary Board was held yesterday. There was no business of public interest on the agenda.

The P. and O. liner Khiva, which left Singapore yesterday at 4 p.m., is due here at 8 a.m. on the 22nd instant.

Mr. M. Manuk left for Australia yesterday by the Taiping. Other passengers included Lieut.-Com. and Mrs. C. P. Price and Dr. Paul Hermant.

Amongst the passengers who left by the Blue Funnel liner Antenor were Mr. and Mrs. W. B. Yates, Mrs. A. W. Hoy, and Mr. G. G. Wood.

Dr. Hermant, from the Pasteur Institute in Indo-China, left for Australia yesterday afternoon aboard the Taiping, to attend the forthcoming International Medical Conference at Melbourne as one of the French delegates.

At the Marine Court this morning, before the Marine Magistrate Lieut. Commr. Hole, the master of a cargo boat was fined \$1, or one day, for mooring alongside the Kueichow abreast of five others. For failing to report his arrival at Tai O, the master of a junk was fined \$10, or ten days.

The following ships are expected to be in wireless communication with Hongkong, to-day:—Suiyang, Laisang, Van Cloon, Wray Castle, Pres. Pierce, Tango Maru, Katori Maru, Anyo Maru, Antenor, Takada, Shantung, Kronviken, Hainling, Stanley Dollar, Kalgan, Devanha, Khiva, Philmus, Taiping, Mausang, Helios, Kinshan and West Nomentum.

IMPERIAL AFFAIRS.

FIVE COMMITTEES AT WORK.

Rugby, Nov. 16. Five committees of the Imperial Conference were at work to-day and further advance was made in the examination of subjects referred to them.

The Research Committee proceeded to gather the results of a detailed investigation undertaken by its small expert sub-committees, and they are being prepared for report to the Conference which will meet in plenary session on Thursday. That meeting will also have before it two reports from the Economic Committee which were completed to-day. They deal with the immunity of State enterprises from taxation and with the question of taxation of non-resident traders.

The report of Overseas Settlement Committee has also been completed.—*British Wireless.*

ANTI-STRIKE BILL.

CONSERVATIVE MEASURE INTRODUCED.

London, Nov. 16. The House of Commons, agreed to the first reading, by 135 votes to 62, the Conservative Bill to prevent strikes and lock-outs until a preliminary arbitration has been held before a properly constituted Court.

The introducer, Mr. A. C. N. Dixey, said the Bill did not remove the right to strike if the arbitration failed.

Mr. A. Hayday (Labour) in opposing, said the Bill was mischievous and would lead to the breaking up of conciliation machinery.—*Reuter.*

OVERSEAS PREMIERS.

HONOURED BY OXFORD UNIVERSITY.

Rugby, Nov. 16. Oxford University to-day conferred the honorary degree of Doctor of Civil Law on Mr. Bruce, General Hertzog and Mr. Monroe, the Prime Ministers of Australia, South Africa and Newfoundland respectively.—*British Wireless.*

CORRESPONDENCE.

[To the Editor of the Hongkong Telegraph.]

Sir,—Hongkong residents who make the trip over to Macao to visit the Industrial Fair in the Portuguese Colony are not disappointed, for, though on a modest scale, the Portuguese have succeeded in producing a very creditable Fair. The Hongkong press have very courteously described the Exposition in the most glowing terms, and our thanks are due to them. Those who have not yet visited the Fair are missing a great deal, and Hongkong Portuguese in particular will find at the Exposition, and in Macao, much to delight and interest them.

Like the British, the Portuguese evidently "are poor advertisers of themselves," for this Fair gives the lie to those who would have the world believe that Macao subsists on questionable sources of income. On display are examples of handicrafts and industries which till exhibited have remained in many instances almost unknown. As never before have proofs of the resources of the Portuguese Colony been marshalled together, and the Portuguese may well be proud of their achievement.

Another point of the utmost importance is the great number of Chinese exhibits. The way in which Chinese have responded to the appeal made by the authorities is but another indication of the harmonious relations existing between the Chinese and the Portuguese at Macao.

One feels sure that the provision by the Hongkong, Canton & Macao Steamboat Co., of their

luxurious s.s. Talehan to make the excursion trip on Sundays to Macao will do much to popularise the Macao Fair for Hongkong visitors, and such an act of grace will, doubtless, be much appreciated by trippers who will thus be able to visit Macao in the maximum of comfort.—Yours, etc.,

JACK BRAGA.

Macao, Nov. 15th, 1926.

ANTI-PIRACY MEASURES.

Sir,—Since the piracies on the high seas have been for so many years connected with piratical Chinese passengers, it has come to my mind that the following method of procedure in allowing any Chinese passengers on board might be usefully adopted:—

If a steamer be leaving on a voyage for Hongkong from a Chinese Port (or vice versa) of any duration, Chinese passenger requirements for the voyage should be duly searched, and the rest of his or her belongings, under no conditions be accessible during the voyage.

It would seem that by this means the luggage and/or belongings attainable, pending the duration of the voyage, could then be easily "shredded up" prior to steamer's sailing.

It would further seem that any passenger objecting to such a procedure would lay himself open to suspicion.

Collusion of crew in these piracies might also usefully be investigated.—Yours, etc.,

OBSERVER.

Hongkong, November 16, 1926.

The Very Idea!

The ascent of man has not been primary instruction, and it is continuous. There have been expected the construction of new ladders; some of them, perhaps, of schools simultaneously with a terrific character. One such appointment of masters will be pushed so that within a maximum of ten years, Spain will have solved one of the problems which of the Pathological Museum of Berlin University. We have learned from the professors of old time that the human race is descended from apish ancestors; now this new professor declares that the anthropoid apes are descended from prehistoric men—and are superior to them, in every respect save in the small matter of brains. According to Professor Westenhofer, certain prehistoric men took to climbing, and also to nut-eating. Their arms grew stronger, their jaws also, by these exercises, but thereby the blood supply to the brain was diminished and men became apes. And another point from the startling professor: the first reptiles, he declares, walked erect like men. Here is happy news for Dayton, Tennessee.

She: I wouldn't even consider marrying you. You are the most stupid, asinine, idiotic creature on earth. You are repulsive, abhorrent and miserable. I wouldn't marry you if you were the last man on earth. I hate you. You are despicable.

He: Do I understand you are rejecting my proposal?

A French boy, the son of a barrister, goes to school in England and returns home by aeroplane at the beginning, middle and end of every term. He is only 14 but already has made more than 50 air trips. A 13-year-old American boy caused a sensation recently when he declared that trains and boats were obsolete, and took the air express to Paris by himself.

When engines start and halt
By word of mouth alone
The schoolboy who is worth his salt
May play the startophone.

Your point policeman's arm
May semaphore a stop
But Tommy's shout of feigned alarm
Will set the cars a-hop.

Selective starting tone
May prove the only choice
That every bus and car may own
And heed its master's voice.

It is announced that in Mr. H. G. Wells's new novel prominent public people appear under their own names. This, of course, is nothing new in fiction; it often happens in the press.

Fifty to sixty per cent. of the Spanish people do not know how to read. From the latest statistics, it appears that in one province, the province of Jaen, the percentage of alphabets reaches seventy-five per hundred inhabitants. This high percentage is due to the comparatively small number of schools in Spain. The province of Alava which has the smallest percentage of alphabets, has twenty-seven per cent. of its population able to read. In ten thousand inhabitants, it has been figured that there should be about three million scholars in Spain at the present time but there are only two million and a quarter. The attention of the Government has been brought again to stations, where large forces of this important subject of the sales girls are kept busy.

Students of the tortoise know him for a deepthinking, direct type, though rather conservative and keen on tradition, precedence, and so forth. Such students will give ear or eye to the report of a South London reader who (there is no accounting for tastes) keeps nine tortoises. For some time, he deposes, they had been accustomed to spend the night in a box in a particular part of the garden. Alterations in the general scheme meant the moving of the box to another corner. What happened? The nine brothers (or sisters, as the case might be) gathered together on the spot where the house should be, and standing in a circle, discussed the matter in all its bearings. A vote of no-confidence was passed, and it being pointed out that to find the new site might involve a journey lasting some hours, it was decided to adopt a policy of passive resistance until seventy-five per hundred inhabitants of the house came to the tortoises. Which it did.

Perfume is considered essential vine of Alava which has the smallest percentage of alphabets, has twenty-seven per cent. of its population able to read. In ten thousand inhabitants, it has been figured that there should be about three million scholars in Spain at the present time but there are only two million and a quarter. The attention of the Government has been brought again to stations, where large forces of this important subject of the sales girls are kept busy.

SETTLERS FOR CANADA

SCHEME PROVES BIG SUCCESS.

Rugby, Nov. 16.
The report is issued of the Earl of Charendon and Mr. Mackaghten, Chairman and Vice-Chairman of the Overseas Settlement Committee, on their recent tour in Canada.

The primary purpose of the tour was to study land settlement in Canada and particularly to ascertain what progress has been made by the families who went out from this country during the seasons of 1925 and 1926 under the so-called three thousand families scheme.

One thousand five hundred and four families, comprising 8,381 individuals, have already been settled on farms owned by the Canadian Government, and although the scheme only came into operation in the Spring of 1925, it is considered to have so far proved a conspicuous success and promises, in the words of the report, to become the most successful effort in colonisation undertaken by any Government in modern times.

The selection of families in this country has proved to be thoroughly competent, though there has, perhaps, been too strong a preference shown for families with farming experience, and it is a striking fact that inexperienced families, provided they are imbued with the right spirit, seem to succeed just as well as the experienced. The cases of a former greengrocer and of an engineer from London are quoted as illustrations.

A careful analysis has been made of the cases of failure. These who have abandoned the scheme hardly exceed five per cent. Of the remainder, some ten per cent. appear to be below the general average, and success in their case is regarded as doubtful.

It is believed that, given reasonably favourable conditions of climate and markets, between 35 per cent. and 90 per cent. of the families settled under the scheme will make good and remain permanently settled upon the land as farmers.—*British Wireless.*

SERVICES APPEAL.

FUND WHICH NEEDS HELP.

From the Colonial Secretary we have received the following copy of the Services' appeal in aid of:—1. Blind ex-service men not eligible for a Government Pension or training at St. Dunstan's; 2. Ex-service men who become blind after reversion to civil life; 3. All serving or ex-service men's wives or children who are or may become so afflicted.

224, Great Portland St., London, W. 1.
9th October, 1926.
Dear Sir,—Firstly, we would like to thank all those who supported this Appeal last year, especially those who became Annual Subscribers.

Under the three categories mentioned above, help has been rendered. In addition, many men now serving are receiving assistance in respect of their blind relations.

In the administration of this Fund a great step forward has been made. The Fund now co-operates with Regimental Associations; thus the applicants have not only received expert assistance more quickly, but in many cases overlapping has been avoided.

For these reasons and because of the fact that owing to the Strike and the increase of unemployment, many who have formerly assisted the Fund are now unable to do so, we have no hesitation in asking you to combine to support the Fund. We may add that we rely mainly on those men who are actually drawing pay.

Many men are still being trained and several are already earning their own living. Although funds are not yet sufficient to give actual pensions to old and infirm men not capable of being trained, regular financial relief is in some cases being given.

Each case comes under the personal supervision of Captain E. B. Towse, whose experience is invaluable.

Contributions should be sent to Captain E. B. Towse, V.C., C.B.E., at 224, Great Portland Street, W. 1.—Yours faithfully,
(Sd.) ALLENBY,
Field Marshal.
(Sd.) WM. ROBERTSON,
Field Marshal.

ITALIAN CONVENT.

THE RECENT BAZZAR.

The Rev. Mother and Sisters of the Italian Convent wish to tender their grateful thanks to all the kind people who patronised so effectively their bazaar, and in particular they like to mention Mrs. H. W. Bird, who opened the Bazaar, accompanied by His Lordship Bishop Valtorta, the Italian Consul Comm. S. Carrara, Mrs. Holyoak, Mrs. R. M. Dyer, Mrs. Black and Mrs. Commyth.

The prizes for lotteries went to the following:

Lottery A.—1st, Mr. G. Grimble (No. 123); 2nd, Miss Mary Yeung (No. 103); 3rd, Mr. Isfuh (No. 47).

Lottery B.—1st, Miss H. Chau (No. 120); 2nd, M. Pereira (No. 62); 3rd, L. Tsui (No. 133).

Lottery C.—1st, E. Ribeiro (No. 49); 2nd, M. Xavier (No. 39); 3rd, Mrs. Walker (No. 111).

KEEN CRICKET STRUGGLE.

(Continued From Page 1.)

Further great success followed a run later, Dr. O'Hara clean missing a long hop and having his leg stump knocked out of the ground. This sudden change in the game was much to the liking of the few spectators present, and they cheered heartily.

Stokes joined Capt. Barrett, who must have felt none too happy the way the game was going and who exercised considerable restraint. With the sun shining brightly, the wicket was getting more difficult every minute. Stokes gave a life behind the wicket, which Pearce could not reach, and shortly afterwards was nearly run out.

Capt. Barrett was applauded for a beautiful straight drive to the screen off Bowker, sending up the 50 after the innings had been in progress an hour and a quarter. He followed with a three off Goodwin, and then lost Stokes, clean bowled by the Kowloon man with a ball that came in sharply from the off and took the middle stump, 54 for 6.

BARRETT OUT.

Mansell Smith joined Barrett, but lost his Captain without any addition to the score, Barrett stepping in front of a shooter from Bowker and receiving marching orders.

Great excitement prevailed, the progress of the game being followed with the keenest interest. Both Bowker and Goodwin were getting a good deal of work on the ball and frequently had the batsmen in difficulties. Now and again the former lost his length, but his pace deceived the batsman and few runs were scored. The Hongkong fielding was particularly keen, all the players being on their toes. Mansell-Smith had a very narrow escape of being bowled by Bowker, the ball shaving the leg stump and going on to the boundary for four byes.

ANOTHER MAN OUT.

Compensation came in the next over, Goodwin completely beating Goldman with a straight ball which came in slightly from the off.

Isaacs followed and sent up 60. Mansell-Smith got Goodwin away to the Governor's tent with a lovely straight drive, but was almost stumped by Pearce from the very next ball.

Isaacs was out for blood, but failed to touch an over from Bowker. Goodwin followed with an expensive over, his first ball going for four byes and the fifth being pulled to the Queen's Road boundary.

Seventy were on the board shortly before 1.30, and a couple of fours to Isaacs off Bowker improved matters for the visitors, and placed 80 up as the players left the field for tea. They were thus 80 behind with two wickets to fall.

Hongkong—1st Innings.
A. W. Hayward, c Leach, b Isaacs 9
A. W. Ramsay, c Barnes, b Isaacs 2
H. Owen Hughes, c Dr. Morris, b Mansell-Smith 1
Capt. E. W. Morris, c & b Leach 25
T. E. Pearce, c Leach, b Mansell-Smith 74
Capt. A. G. Dobbie, c Leach b O'Hara 11
Major L. J. Lightfoot c Divecha, b O'Hara 29
H. V. Parker, c Divecha, b O'Hara 8
F. Goodwin, b O'Hara 4
A. G. I. Bowker, lb.w., b Leach 11
E. B. Reed, not out 0

Total 174

Fall of wickets—1 for 9, 2 for 12, 3 for 12, 4 for 56, 5 for 86, 6 for 131, 7 for 140, 8 for 158, 9 for 168, 10 for 174.

JAVA DISORDERS.

A WIDESPREAD MOVEMENT.

Asterdam, Nov. 16.

A message from Batavia says that ramifications of the Communist plot which caused the recent outbreak have extended throughout Java. Thirty agitators have been arrested at Sourabaya, including the notorious Mohammad Ali. Ringlenders in Central Java and East Java have also been arrested. Twenty-five rioters were killed and 29 taken prisoner in the attack on the garrison at Laboan.—*Reuter.*

Bowling Analysis.

	O.	M.	R.	W.
Isaacs	7	26	2	2
Mansell-Smith	11	40	2	2
O'Hara	10	58	4	2
Leach	19	40	2	2
Divecha	3	10	—	—

Shanghai—1st Innings.

	O.	M.	R.	W.
Dr. H. H. Morris, c Pearce, b Bowker	1	—	—	—
M. J. Divecha, c Owen Hughes, b Goodwin	18	—	—	—
Capt. E. I. M. Barrett, c Pearce, b Dobbie	45	—	—	—
D. W. Leach, b Dobbie	13	—	—	—
Dr. W. E. O'Hara, b Dobbie	18	—	—	—
D. C. Burn, c and b Dobbie	19	—	—	—
L. F. Stokes, c Morris, b Lightfoot	8	—	—	—
W. Mansell-Smith, run out	26	—	—	—
L. Goldman, c Reed, b Lightfoot	16	—	—	—
J. A. Isaacs, b Dobbie	0	—	—	—
E. G. Barnes, not out	18	—	—	—
Extras	18	—	—	—
Total	185	—	—	—

Fall of wickets: 1 for 2, 2 for 42, 3 for 81, 4 for 84, 5 for 113, 6 for 126, 7 for 140, 8 for 158, 9 for 183, 10 for 185.

Bowling Analysis.

	O.	M.	R.	W.
Reed	23	4	42	—
Bowker	11	5	26	1
Owen Hughes	7	2	12	—
Goodwin	7	1	13	1
Parker	—	—	—	—
Dobbie	19	5	50	5
Lightfoot	7	1	20	2

Hongkong—2nd Innings.

	O.	M.	R.	W.
A. W. Hayward, c Dr. Morris, b O'Hara	20	—	—	—
H. Owen Hughes, c Mansell-Smith, b O'Hara	21	—	—	—
Major L. J. Lightfoot, b O'Hara	0	—	—	—
Capt. E. W. Morris, b O'Hara	3	—	—	—
T. E. Pearce, b O'Hara	17	—	—	—
A. W. Ramsay, c Morris, b Leach	26	—	—	—
Capt. A. G. Dobbie, c Dr. Morris, b Leach	14	—	—	—
H. V. Parker, c Barnes, b Leach	2	—	—	—
F. Goodwin, b O'Hara	2	—	—	—
A. G. I. Bowker, b O'Hara	10	—	—	—
E. B. Reed, not out	3	—	—	—
Extras	4	—	—	—
Total	121	—	—	—

Shanghai—2nd Innings.

	O.	M.	R.	W.
M. G. Divecha, c Ramsey, b Goodwin	9	—	—	—
D. W. Leach, b Bowker	19	—	—	—
Dr. Morris, c Ramsey, b Goodwin	8	—	—	—
D. C. Burn, c Owen Hughes, b Goodwin	1	—	—	—
Capt. Barrett, lb.w. Bowker	15	—	—	—
Dr. O'Hara, b Bowker	0	—	—	—
Stokes, b Goodwin	2	—	—	—
Goldman, b Goodwin	0	—	—	—
Mansell-Smith not out	8	—	—	—
Isaacs not out	9	—	—	—
Extras	9	—	—	—
Total (for 8 wickets)	80	—	—	—

DINNER DANCES

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ANGOSTURA BITTERS

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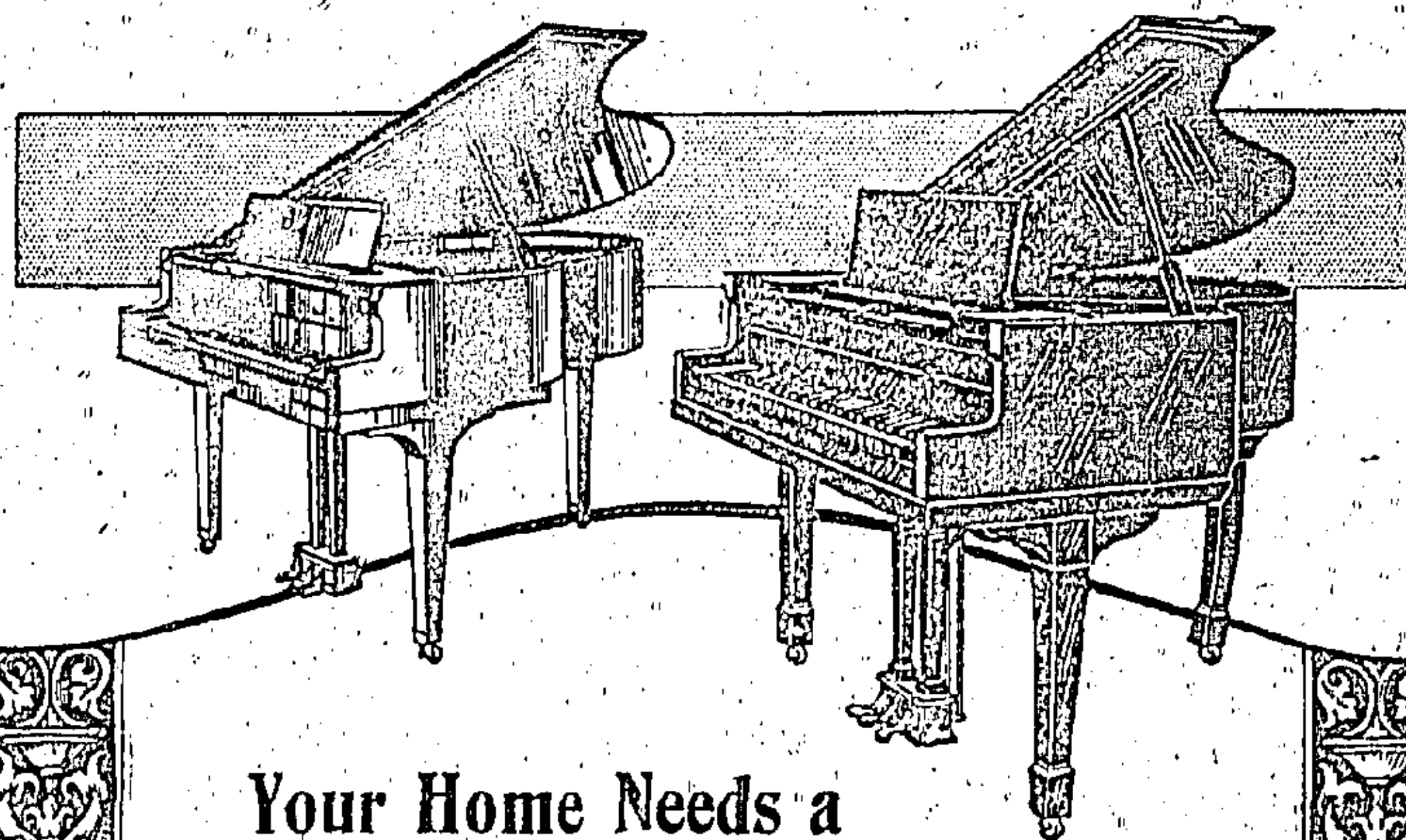
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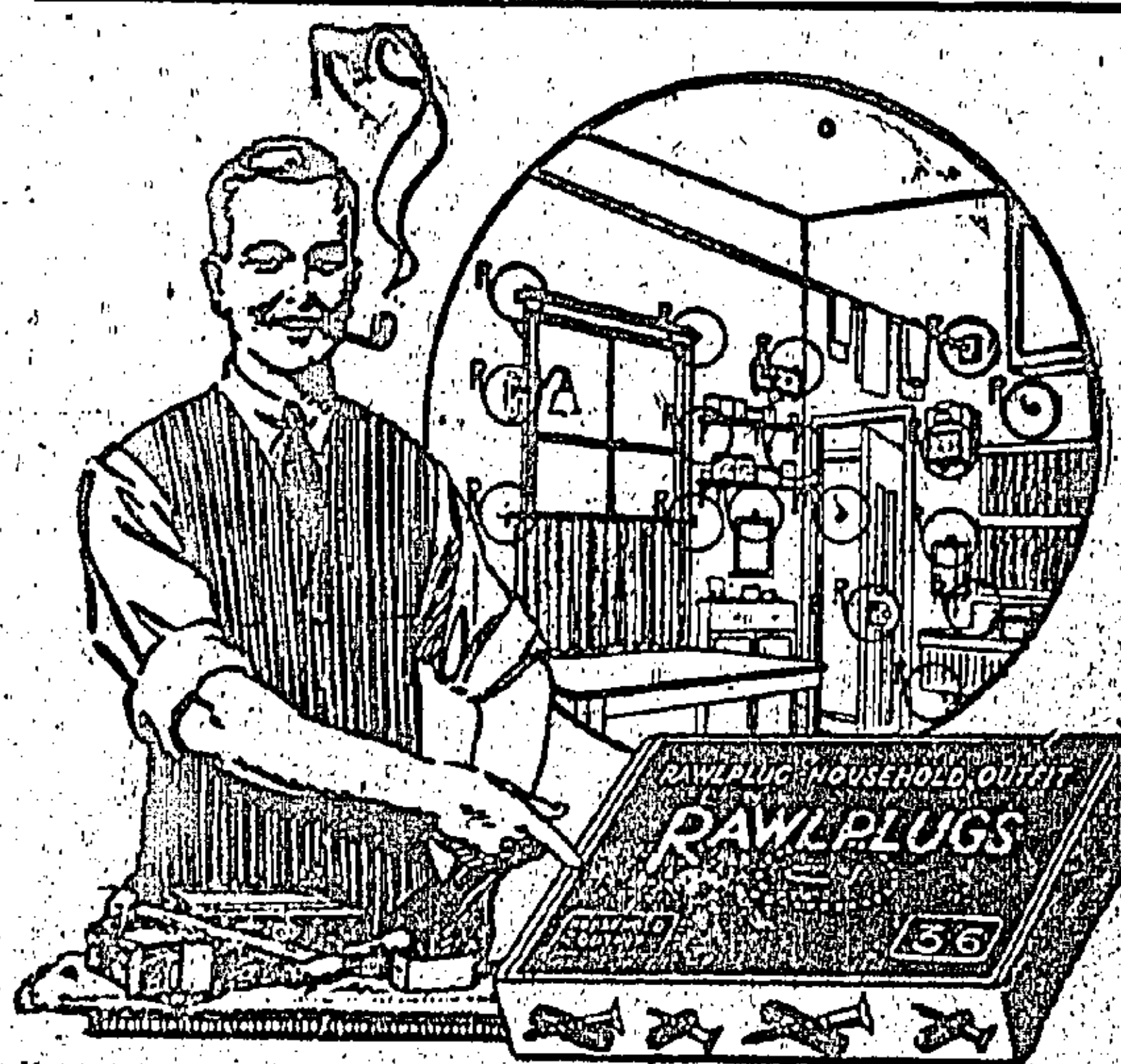
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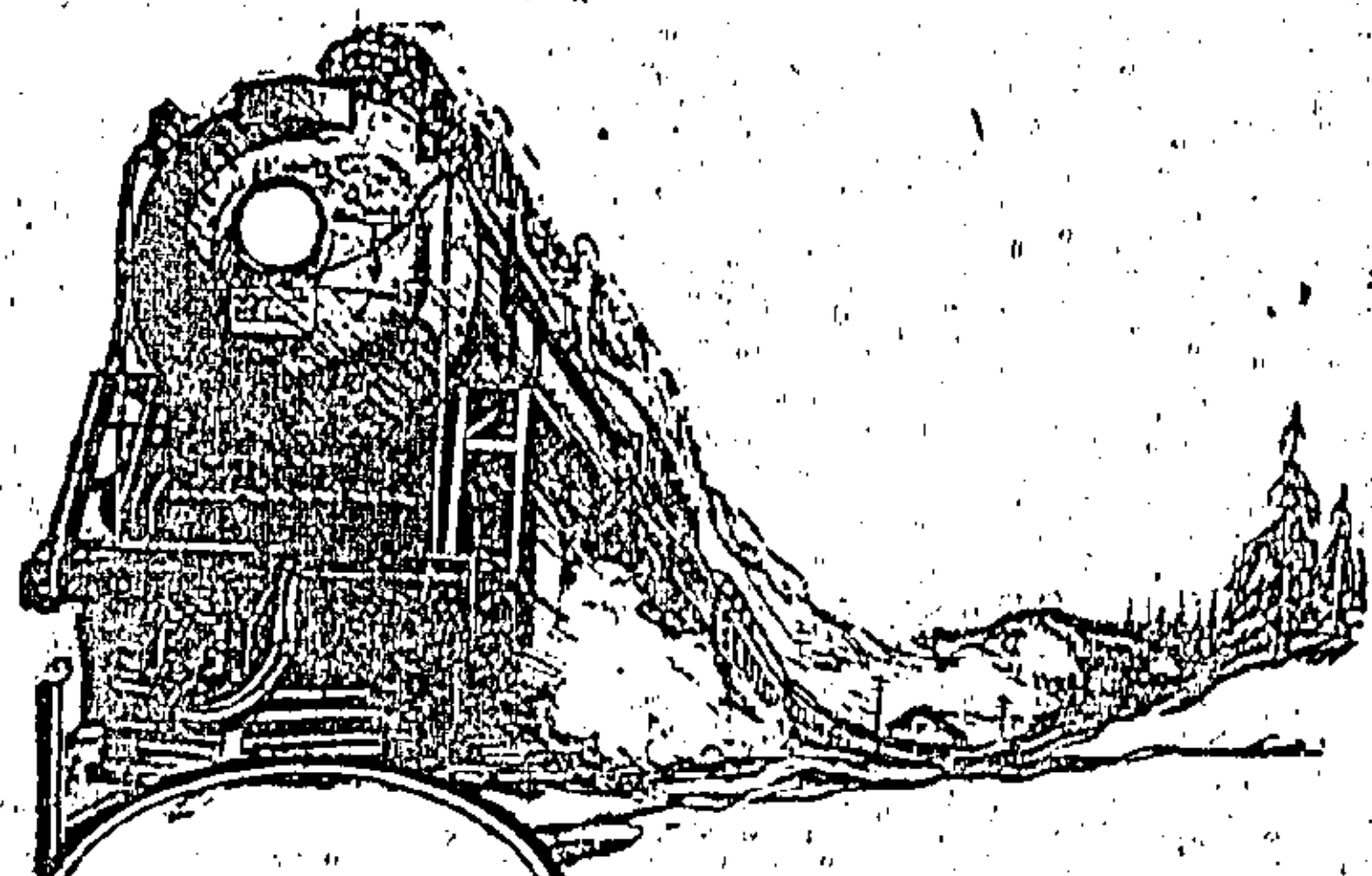
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WHISKY ROMANCE.

THE BROTHERS DEWAR OF
PERTH.

This year the House of Dewar celebrates the eightieth anniversary of its inception, and as it is now admittedly the largest Exporting House in the Trade, it might not be inappropriate to give a brief historical sketch of the remarkable rise and progress of this prosperous concern.

In the Fair City of Perth, the ancient capital of Scotland, and in the year 1846, the founder of the firm, the original John Dewar, hung out his sign as a Merchant and Blender of Old Scotch Whiskies. "By this time Watt had harnessed the power of steam, Stephenson had applied it commercially to locomotion, and Arkwright had invented his immortal spinning jenny. And so this shrewd and far-seeing Scotsman, despite the grim warnings of his banker and business friends, decided to sink his modest yet entire capital in the business. His perseverance was rewarded and, in the end, his name became a household word throughout the Universe.

Young Men of Vision.

For thirty years he worked single-handed in a humble yet progressive way, but with the admission to partnership of his two sons—John A. Dewar and Thomas R. Dewar—about 1880 the outlook of the firm assumed a new and brighter complexion.

Opening of The London Office.

In 1886 the London office was opened with Mr. Thomas Dewar in charge, while Mr. John A. Dewar took charge of the head office in Perth, and continued to trade on the sound lines laid down by his respected father, then deceased.

The uphill fight to convince Englishmen that the brand was "It" would furnish sufficient copy for a volume, but in the end the name "Dewar" became synonymous with Scotch whisky. Mr. Thomas Dewar's prophecies were amply fulfilled.

An Exporting Crusade.

Then he proceeded to realise the more daring part of his dream, namely, to convert the men overseas. He set out in 1890 and spent three years on his great pioneering mission. He placed the brand, then unknown, in the hands of first class firms in all parts of His Majesty's Dominions beyond the seas. In those days the words "Empire" or "Imperial" were practically unknown, and the hard-bitten colonialists would only handle an article which was likely to command the respect of consumers. Tom Dewar said to these firms: "If this whisky does not sell, send the whole darned lot back at my expense." But it sold, and sold like hot chestnuts, and thus was completed one of the most remarkable experiments in international commerce of the last century. Had the adventure been a failure it would long since have been buried and forgotten, but successful, it has been one of the great bonds of Empire which have linked the Mother Country to her sons beyond the seas.

Work Aptly Divided.

These young men, although of remarkable calibre, were not so presumptuous as to think that they could continue to carry this rapidly growing burden on their own shoulders. In the later eighties of the last century they sought the assistance of other young men of promise to help them in their strenuous fight for world-wide reputation which was now the goal and ambition of the firm. Their choice, by happy inspiration, fell upon Mr. A. J. Cameron and Mr. P. M. Dewar, who in point of physical and mental equipment were two fine specimens of that astute business man which, in ever increasing number, is being bred and reared in the rugged glens and wind swept hills of stern Scotland.

Mr. A. J. Cameron.

Mr. Cameron, coming as he did from the breezy uplands of the Ross-shire hills with the scent of the heather strong in his nostrils, seemed to have a genius for selecting and classifying all kinds and makes of whisky. By much research work and patient investigation over a period of years, he at length gave a new orientation to the science of blending, which marked an epoch in the history of the Scotch whisky trade. The universal acceptance of Scotch whisky as the finest form of ardent spirits extant is in no small measure due to the amazing progress which has been made in the hitherto obscure and unknown art of mingling the products of various distilleries for the purpose of obtaining a blend which will make an instant and universal appeal to

the varying palates of mankind. In this Mr. Cameron has been at once the pioneer and practitioner.

Since the fusion of this company with the Distillers' Co., Ltd., Mr. Cameron has sat on the Board of the latter, and was recently appointed to the Committee of Directors, who are charged with the task of technical and scientific research into the process of distillation. As a field of exploration it offers infinite possibilities, and with numerous distilleries now under a single control, it is reasonable to anticipate that greatly improved methods of manufacture will ultimately emerge as the result of these highly skilled investigations.

Mr. P. M. Dewar.

Of different temperament, but with gifts no less unique, was his fellow director, Mr. Peter M. Dewar. From his earliest associations with the firm he specialised in the art of foreign travel, and proved himself to be one of the greatest commercial ambassadors who has so far been thrown up by the Trade. On him fell the mantle of Lord Dewar, who had laid the foundations of Empire prosperity. In the course of blazing the trail in other lands he four times circled the globe in the space of fifteen years.

Taking courage in his right hand he decided to open responsible and highly equipped branch offices in the leading Dominions. Some of his friends were extremely candid and prophesied dire failure for such a bold venture. But today, a quarter of a century after the event, his judgment has been amply vindicated, for the Dominion branches of the company are the bright particular stars in the constellation of its imperial success.

Happily these two gentlemen are still in harness, and put in a full day's work, one as executive director at Perth, and the other discharging the multifarious and exacting duties which fall to the lot of a London director.

New Blood.

Of later date further new blood was infused by the entrance into the directorate of the Hon. John Dewar and Mr. Arthur Dewar, son and nephew respectively of the chairman. The former early achieved distinction in municipal honours, in Perth City, and ultimately was entrusted with the Lord Provost's Chair of Office, thus worthily upholding the honour previously conferred upon his illustrious father. Mr. Arthur Dewar is following in the footsteps of his uncle Lord Dewar and although still a young man in his thirties he has twice circumnavigated the globe in search of new business, and has already acquired a vast amount of knowledge and experience of the Trade, which now claims him as a worthy pillar.

Lord Forteviot.

Of Lord Forteviot, the present chairman of the company, much has already been written in Trade and other journals, and the leading features of his remarkable career must be pretty widely known. Ere yet he had reached his third decade he had attained to magisterial honours in his own fair city of Perth, successfully discharging the onerous duties of Town Treasurer and ultimately occupying the chief magistrate's chair as Lord Provost of Scotland's ancient capital.

In 1907, in recognition of his great public services, he was created a baronet, and ten years later he was elevated to the peerage. His many public and private benefactions to his native city we can hardly enumerate here. They are writ largely in the annals of the town, and will remain as boons and blessings to his fellow citizens long after their generous donor has passed from the stage of human endeavour.

Lord Dewar.

Perhaps there is no personality in the Trade that has gripped the imagination so strongly as that of Lord Dewar, the younger brother of Lord Forteviot. Although he has so far resisted the blandishments of the fair sex and chosen to tread the lonely path of single blessedness, he has in his time been wedded to many ideas, and has stood sponsor for some far-reaching reforms in our methods of domestic and international trading. He was the original apostle of big business in this country, and made a scientific study of the psychology of publicity.

Lord Dewar was one of the very first members of the Trade to advocate the putting of whisky in bottles under a proprietary label. The bottling of whisky completely revolutionised the business, and today the bottled proprietary brand reigns supreme.

Into his busy life he has crowded a vast amount of work and ex-

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EMPERESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPERESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPERESS OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPERESS OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPERESS OF CANADA	May 22	May 25	May 28	May 31	June 10
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OSAKA	via Amoy Moji Kobe	Laisang	Fri.	19th	Nov	at	7 a.m.	
TSINGTAU	Swatow	Shai	Yatsing	Fri.	19th	Nov	at	7 a.m.
HAIPHONG	via Hoibow	Mingsang	Fri.	19th	Nov	at	10 a.m.	
CANTON		Waishing	Satur.	20th	Nov	at	6 a.m.	
BANGKOK	via Swatow	Chakang	Satur.	20th	Nov	at	10 a.m.	
SHANGHAI	via Swatow	Tingsang	Tues.	23rd	Nov	at	10 a.m.	
TIENSIN		Cheongshing	Fri.	26th	Nov	at	noon.	
STRAITS & Calcutta		Pookang	Satur.	27th	Nov	at	3 p.m.	
BANGKOK	via Swatow	Kwaisang	Tues.	30th	Nov	at	10 a.m.	
STRAITS & Calcutta		Kutsang	Fri.	3rd	Dec	at	3 p.m.	
SANDAKAN		Hingsang	Tues.	7th	Dec	at	2 p.m.	
TIENSIN		Chipsing	Wed.	8th	Dec	at	noon.	
KOBE		Hosang	Satur.	11th	Dec	at	7 a.m.	

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FOR MANILA
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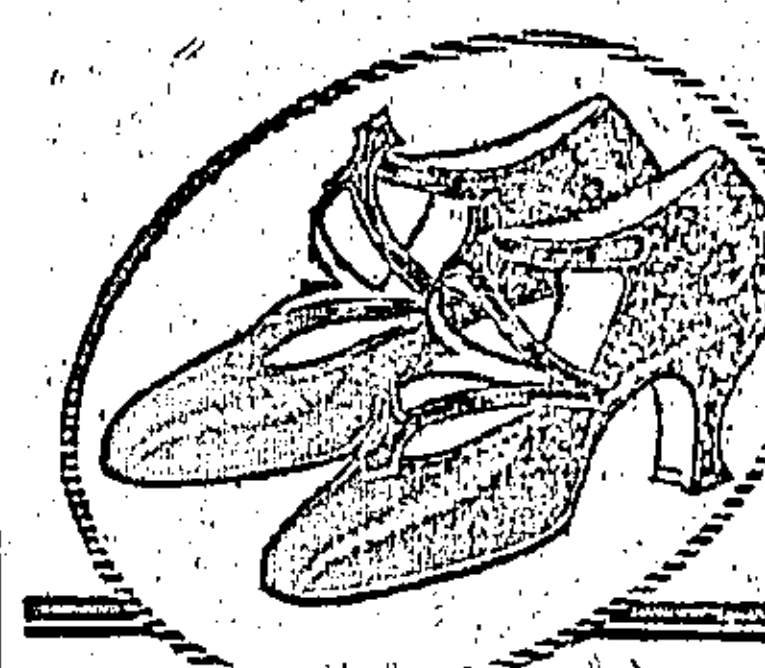
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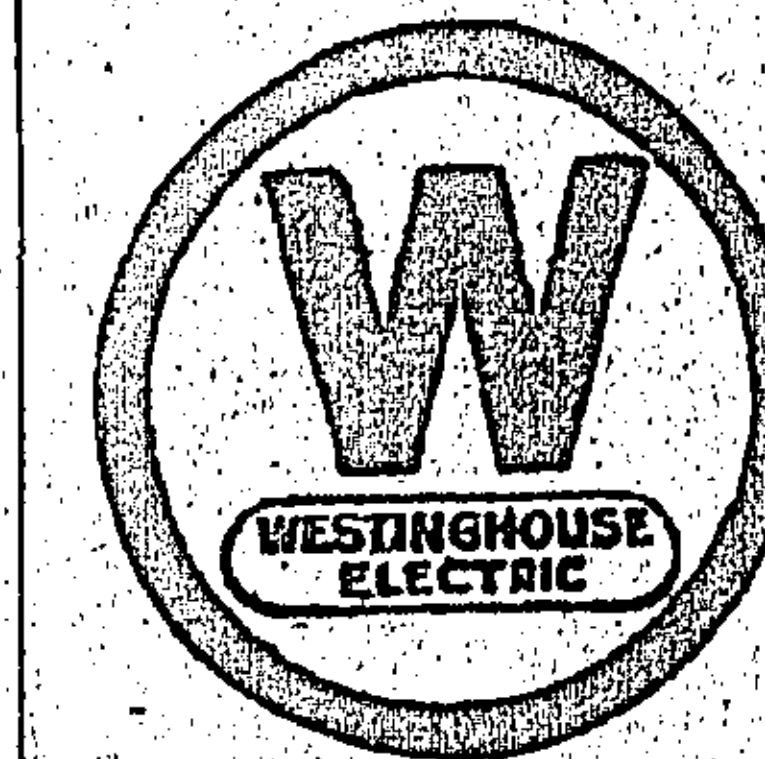
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PEDESTRIANS ELECTRO-
CUTTED IN YAUMATI.

The September typhoon was recalled at the Kowloon Magistracy yesterday afternoon when Mr. J. H. B. Nihill and a jury held an enquiry into the deaths of two pedestrians who were electrocuted during the height of the "blow" in Shanghai Street early on the morning of the 27th.

The jury was composed of Messrs. A. P. Bungey (foreman), Chau Ngan-ting and Chau Yik-kung. Mr. D. J. Lewis appeared on behalf of the Hongkong Telephone Company and Mr. M. H. Turner watched the proceedings on behalf of the China Light and Power Co. Ltd.

Speaking on behalf of the Telephone Company, Mr. Lewis said that whatever the result of the enquiry his company felt the greatest sympathy for the relatives of the two deceased persons. The Coroner explained to the jury that the enquiry was an investigation into the deaths of a Chinese male and a seven-year-old female, who both met their deaths in Shanghai Street, where they were found with pieces of electric wire coiled round their bodies.

The medical evidence would show that the cause of death was electrocution.

On the day in question, continued the Coroner, a typhoon was blowing and it would be recalled that the time the two persons were killed the wind was at its height. It was suggested that the wire which was found in contact with the bodies of the two persons, was the property of the Hongkong Telephone Company. That wire became dislodged and was blown into the street. It became a live wire and caused the death of the two Chinese, or at least that was the presumption.

The China Light and Power Co. Ltd., were involved in the case in that at the place where the two dead persons were found, wires of both companies crossed the road. The wires of the Telephone Company crossed the street above those of the Electric Company. The wires were not, however, blown down.

Both these concerns, added Mr. Nihill, were public utility companies and should an accident occur it was for him, as Coroner, to make an enquiry into the causes of the deaths of any victims and it was also in the interests of the two utility companies that the jury should thoroughly enquire into the present case.

After calling evidence of post mortem examinations, Dr. Ip Kam-wah, medical officer of the Kwong Wah Hospital stated that he was called to attend the deceased persons but on his arrival at about 9 a.m. they were both dead.

Sergeant S. G. Smith, said that on receipt of a report at the Yaumati Police Station, he went to Shanghai Street where he found a man lying in the gutter with some electric wire entangled round his body. With the assistance of an electrician, witness cut the wire away from the body. The man appeared to be dead.

Witness then received another report that a second accident had occurred some 25 yards away. He answered this report and found the small girl in a shop. Life was already extinct.

A message was sent for a doctor and then Dr. Ip arrived.

On the suggestion of Mr. Lewis, the Court adjourned and visited the scene. The enquiry will be resumed this afternoon.

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DELTA	8,097	9th Dec.	S'pore P'ang C'bo & B'bay
MACEDONIA	11,089	11th Dec.	Marseilles & London
NELLORE	8,852	23rd Dec.	S'pore Penang & Kobe
KHIVA	9,135	25th Dec.	M'les L'don & Antwerp
MIRZAPUR	6,718	3rd Jan.	M'les L'don H'burg & Rotterdam
NYANZA	7,023	6th Jan.	S'pore P'ang C'bo & B'bay
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les, L'don & A'werp
DEVANHA	8,155	28th Jan.	S'pore, P'ang C'bo & B'bay
MOREA	10,918	5th Feb.	Marseilles & London
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"AUTOLYOUS" 28th Dec. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE
"BELLEROPHON" 1st Dec. Oran, Havre, Liverpool & Glasgow
"TITAN" 13th Dec. Genoa, Havre, Liverpool & Glasgow
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"NINGOHO" 19th Nov. New York, Boston & Baltimore
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PAUL LECAT			7th Dec.
G. METZINGER	24th Nov.		21st Dec.
AMAZONE	8th Dec.	4th Jan. 1927.	
ANGERS	19th Nov.	22nd Dec.	18th Jan. 1927.

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CARMARTHENSHIRE	27th Nov.	L'don, R'dam & H'burg via Oran.	
GLENSHIRE	9th December.	GLENARA	29th December.
PENBROKESHIRE	26th Dec.	L'don, R'dam & H'burg via Oran.	
GLENIFFER	6th January.	GLENSHIRE	26th January.
GLENOCLE	20th January.	L'don, R'dam & H'burg via Oran.	

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S.S. "CITY OF CAIRO" ... via Suez Canal 3rd Dec.

S.S. "YANGTSE" ... via Suez Canal 17th Dec.

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From EUROPE and STRAITS.

The Steamship,

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Proceeded from Singapore to Shanghai without calling at Hongkong. Consignees of Cargo for Hongkong are hereby informed that their Goods were transhipped at Singapore into s.s. "Genoa Maru" and the same are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 20th Nov. 1926 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA,

Hongkong, 13th Nov. 1926.

N. Y. K. LINE.

From EUROPE and STRAITS.

The Steamship,

"HAKONE MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their work in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 20th Nov. 1926 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co's representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA,

Hongkong, 13th Nov. 1926.

SERVICE CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"PAUL LECAT"

Consignees of Cargo from MARSEILLES & also cargo from Bordeaux and Lisbon ex s.s. "Villedu Verdon" and cargo from Havre ex s.s. "Jean Doublot"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5.00 p.m. today requesting it to be landed here.

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"SUNNING" ARRIVES
IN PORT.

(Continued From Page 1.)

ning's assistance on ourselves. The weather was overcast, with rough seas, and a strong monsoon, which, however, was moderating at the time of our arrival.

DIFFICULT OPERATION.

"A rope was drifted across the bows of the Sunning in an attempt to get the hawser lead to her, and at about 3.30 p.m., after three attempts, we successfully accomplished this. Of course you can imagine it was a very difficult operation that was carried out in view of the rough sea. After getting the line to the ship, we anchored as close to her as safety permitted and after a great deal of work, a heavy tow rope was passed between the two ships. "About 4.15 p.m. the Suiyang started to tow the Sunning, but owing to the heavy sea which was brought to bear on it, the hawser parted about an hour later. We had then to anchor in a position off her again. We sent a message over to the Sunning and meanwhile we also wirelessed to Hongkong to hurry up a tug from Taikoo.

DEAD AND DYING.

"All that we could do after this was to stand by her, as darkness was coming on and no further attempt could be made. But we had our boats all ready to take off the passengers and crew in view of the fire, as flames were seen the whole time we were there coming out from amidships. It was a very dreadful sight to see so many dead or dying without assistance being possible. The whole scene was one of confusion.

"At 9.40 p.m., the Taikoo tow-boat appeared on the scene. By this time although the wind was moderating the sea was still rough and with the Suiyang standing by a fresh attempt was made from the tug to tow the Sunning. It was successfully completed by about 11.30 p.m. and towing was started.

"H.M.S. Bluebell now re-appeared but left shortly afterwards. With the Suiyang acting as escort, the Sunning was towed to Hongkong to the mouth of the harbour, and then we proceeded on our way as our services were dispensed with.

BALDLY BURNED.

Commenting on the sight which met the Suiyang on its arrival at the spot, Captain Purslow went on to say that the Sunning was very badly burned amidships. The fire was still raging and it was apparent that the efforts of the crew, supplemented by those of the members of the naval detachment sent aboard by the Bluebell, were fully taken up in coping with the danger that was still present.

Captain Purslow said that it was a great pity that the tow rope from his own ship should have parted at a moment when the Suiyang's assistance could have expedited the towing operations and lessened the time involved in bringing her into Hongkong. It was a four-inch steel wire hawser that was put out by the Suiyang, while that of the tug was a six-inch wire hawser.

THE MAIN FACTS.

SEQUENCE OF HAPPENINGS.

The sequence of events in connection with the piracy is that the s.s. Sunning left Amoy for Hongkong at nine o'clock on Monday morning. The first news of anything being amiss came here early on Tuesday morning from the Japanese steamer, the s.s. Kaiyo Maru, which reported by wireless that she had found the s.s. Sunning on fire off Chilaiang Point, which is mid-way from Hongkong to Swatow, about 80 miles distant. The report stated that another Japanese boat, the s.s. Genoa Maru, was also in the vicinity and standing by. At about the same time, H.M.S. Bluebell, which had left Hongkong on Monday evening for Swatow, reported to Hongkong to have arrived on the scene to find the Sunning heavily on fire. She added that she had anchored ahead of the distressed ship and was endeavouring to get hoses on board, but that the strong wind and heavy seas was making this very difficult.

EARLY MORNING ATTACK.

Up to this time there was no indication that any piracy had occurred, though there had been sensational doings on board. It must have been before daylight,

in the small hours of Tuesday morning, that the pirate gang, which had gone aboard as passengers, attempted to seize the ship. In the absence of direct information from those who were on board at the time, it can only be conjectured that the pirates were resisted by the ship's officers and that they were unable to obtain control of the bridge. This is clear from the fact that most of the pirates had sought to escape in the ship's boats, had taken two European women with them, and that the chief Officer of the ship had been severely wounded.

SEARCH AND ARRESTS.

As soon as the naval folk on board H.M.S. Bluebell knew they were alongside a pirated ship, they placed an armed guard on board and made a thorough search of the vessel. As a result of this search nine Chinese, thought to be pirates who had failed to get away in the ship's boats with the others, were arrested.

Meanwhile, the fire on board was being fought. By this time the s.s. Kaiying, another boat belonging to the China Navigation Company, had come along and was rendering assistance in this direction. An attempt was made to get H.M.S. Bluebell alongside the Sunning, but the small warship was forced to cast off owing to the heavy sea. As the Sunning was, apparently, in no danger of sinking and as there were several other ships standing by, the Bluebell set out on a search for the ship's boats in which the pirates had got away.

BOAT PICKED UP.

Soon after mid-day, the Bluebell's search was rewarded for she picked up one of the ship's boats with ten Chinese pirates on board. One man was seen to jump overboard and it is presumed that he was drowned, but the other nine were made captive, and the boat hauled on board. There were no Europeans aboard this boat, but some jewellery, watches and money, which had been stolen from the Sunning, were found. Also one revolver was discovered. The Bluebell has not, up to the time of writing, reported having made any further captures, but is still engaged on the search.

ANOTHER BOAT.

From another source came the report of a boat having been picked up, this containing three of the ship's officers, two Chinese quartermasters and one lady passenger. This report came from the Norwegian ship, s.s. Ravensjell, which was on her way from Hongkong to Chingwantao and which picked up the boat when passing near the scene.

The identity of the lady passenger has not yet been ascertained, but the officers were Mr. W. Orr, the Second Engineer; Mr. A. Duncan, the Third Engineer; and the Chinese Wireless Operator. There were no pirates in this boat and it is thought (though this is subject to later confirmation) that the boat left the ship after the pirates.

PROMPT NAVAL ACTION.

Here in Hongkong, everything possible had been done. The big rescue tug, Taikoo, was hastily prepared for sea and left the Taikoo Dockyard during the morning. Seaplanes from H.M.S. Hermes had been sent out to make reconnaissance, and one of them reported back that she had sighted an empty ship's lifeboat near Cape Pedro Blanco. H.M.S. Vindictive left port with the Colony's chief police officials on board, and H.M.S. Despatch also went out. These vessels joined in the search for the missing boats of the Sunning, and later news is expected.

AN ANXIOUS WAIT.

All through yesterday afternoon it was conjectured that the s.s. Sunning would be able to reach port last evening in the tow of the tug Taikoo, but, apparently, the weather was too heavy for such good progress to be made. It was reported that the tug had to proceed very slowly, and it became evident, as the evening wore on, that the Sunning would not be in. This morning there has also been an anxious wait, for the vessel, though expected earlier, did not reach Taikoo until nearly two o'clock.

The s.s. Suiyang, however, on to which had been transferred most of those connected with the affair, came into port at 12.30.

COAL DISPUTE.

WALES AND SCOTLAND
AGAINST ACCEPTANCE.

London, Nov. 16.
A curious position has arisen in South Wales, where a large number of districts have voted against the Government coal terms, of which the South Wales' Federation recommended the acceptance. A similar position is reported from Scotland. The Scottish Miners' Federation will meet at Glasgow to-morrow when the probability of an aggregate adverse majority is not ruled out. A more hopeful situation, however, prevails in the English districts. The Northumberland Miners' Council, by 33 votes to 27 has decided to recommend the acceptance of the terms.—*Reuter*.

INTERPORT CRICKET.

Shanghai won by one wicket.

OFF TO WUCHANG.

(Continued From Page 1.)

of different financial organizations can hardly be accomplished within a very limited period.

Asked who would take charge in Canton Mr. Sun Fo said:—Responsible persons have already been sent to different organizations under my control. Important affairs can be settled by telegrams daily.

BORODIN ALSO GOES.

M. Borodin, High Advisor to the Kuomintang and Government, has been invited to accompany the official party, says the *Canton Gazette*.

M. Borodin will participate in the proposed conferences which have been arranged to work out plans for the co-ordination and development of the provincial administrations now under the control of the Nationalist Government.

Mr. Joseph T. Thorson, Liberal member elect for the constituency of Winnipeg South Centre, is the first Rhodes Scholar from Canada to be elected to the Canadian House of Commons. Mr. Thorson, who is Dean of the Manitoba Law School, was at New College, Oxford, from 1910 to 1913.

Owing to the many forgeries of its postage stamps, the Portuguese Government recently decided to permit a fresh issue, and no fewer than 78 artists sent in designs. The chosen design is to be printed at once, and it is hoped that the new stamps will be in use before the end of the year.

A skull, believed to be that of a woman, has been found 12 feet below the surface in Elverson-street, Westminster, by men digging the foundations for the new Horticultural Hall. Many years ago there were cottages on the site, now excavated. The skull has been handed over to the police.

PASSENGERS AND OFFICERS.

THOSE ABOARD THE
"SUNNING."

Regarding the passengers on the Sunning, the *N. C. Daily News*, of Shanghai, gave the list as follows: Mrs. A. Prokofier, Mrs. M. Ling, Mr. Policarpo Amadeo, Mr. R. Young and Mr. H. W. Lapsley. As to the identity of these passengers, there is a Mr. A. Prokofier who is a member of the Shanghai Municipal Police Force, Mr. Lapsley is on the Shanghai staff of the Eastern Extension Telegraph Company; whilst there is a Mr. R. Young on the staff of the British Consulate at Shanghai.

Another list gives Mrs. Prokofier and Lapsley as being booked for Hongkong, and Mr. Policarpo Amadeo and Mr. R. Young as being bound for Amoy.

The officers of the Sunning are as follows:—
Captain.—J. Pringle.
Chief Officer.—T. P. Beatty.
Second Officer.—J. W. Hurst.
Chief Engineer.—G. Cormack.
Second Engineer.—W. Orr.
Third Engineer.—A. Duncan.
The last-named is a well-known Kowloon man, being a son of Mr. and Mrs. George Duncan, of Kowloon Docks.

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